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SEAFARING

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A Weekly Newspaper for Seafaring Folk and their Friends.**

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Abroad as a Newspaper.] ONE PENNY.

IN THE DOG WATCH.

In cases of overladen vessels, even when proceeded against—and that only happens in about one case out of twenty—the usual custom for English magistrates is to deplore the stern necessity that compels them to punish a shipowner, and then let him off with a paltry fine of a few pounds; but as hundreds of pounds have been made by the overloading, the so-called punishment is really no punishment at all, but rather an encouragement to go and offend again.

It is so rarely that anything approaching to a substantial fine is inflicted, that when it is the case deserves notice. Such a case has just occurred at Cardiff, in which a master was not only found guilty of overloading, but of making false and fraudulent entries in the log, and a fine of £100 was inflicted for each offence. This is somewhat nearer the mark than the usual so-called penalty.

Still it cannot be considered at all adequate, seeing that over £300 was made by the overloading, and that even should the owners pay the £200 for the captain a profit of over £100 will still remain on the transaction, and it is, of course, good business to clear over £300 by an expenditure of £200. So good, indeed, that many shipowners will be rather tempted to overload than be deterred from overloading by the price.

In justice to the Cardiff Bench it must, however, be explained that it inflicted the maximum penalty in each case. That maximum is, in short, far too low. When hundreds of pounds can be made by overloading, it is ridiculous to make the maximum penalty £100. The penalty should be penal servitude, and perhaps will be one day, when laws are not made by capitalists in each other's interests.

It is reported from Berlin that the stokers and assistant stokers of the Norddeutscher Lloyd at Bremen have struck for higher wages. The Company seems disinclined at present to grant their demands, and is trying to engage stokers from England. English stokers are generally too staunch Unionists for this attempt to be very successful.

It is frequently alleged that the Labour Unions have ruined the port of London, and yet it is generally reported, and not contradicted, that one day last week, between ten

and four o'clock, probably the largest number of vessels ever known to arrive in the port of London in one day were entered at the Custom House, when 96 vessels reported their cargoes, in addition to a large number from coasting ports. The docks have never been so busy since the great strike two years ago.

Mr. Henry J. Wilson, M.P., writing to the general secretary of the Seamen's Union, says:—"I have read with much interest that you are about starting an agitation for reform in the jury system, and I wish it success with all my heart. But I write for the purpose of suggesting whether there ought not to be included in such reform some provision by which women could serve on juries in cases in which women are deeply concerned. Allow me to congratulate you on your release from a punishment which never should have been inflicted."

One of the results of Mr. J. H. Wilson's imprisonment is a penny pamphlet by his counsel, Mr. Allan Upward, on "Trial by Jury and the Labour Movement" (Manchester: John Heywood), written at the request of the South Wales Labour Federation. We have not yet seen the pamphlet, but the *Daily Chronicle* states that the author explains the jury law in a clear and popular way, and shows that the working classes are excluded from all share in the administration of justice. His remedy is the admission of all parliamentary voters to serve on juries, with payment of jurors. Incidentally he insists on the great value of the jury as a constitutional bulwark of popular rights, thanks to their power of taking the law into their own hands and returning a verdict independently of the judge's direction where a political principle is at stake.

The Associated Shipwrights' Society still continues to progress. In its 36th quarterly report for the months of Jan., Feb., and March last, it is stated—"During the quarter ending March we have opened two new Branches, one in Leeds and the other in Byker-on-Tyne. We are also arranging for the opening of more new Branches in this the succeeding quarter. We have also increased our membership, after allowing for all those who have died, lapsed, or gone abroad during the quarter, by 378, making our numbers now 7,602." Let us hope that this excellent organisation will show still better results next quarter.

On another page we this week print a letter from the secretary of the Mersey district of the Seamen's Union, in which will be found some explanation of the

difficulty experienced in obtaining men for the Naval Reserve, and in the report of one of the Liverpool Branches will be found a paper throwing some light on the same subject.

It is both a novel and a pleasing thing to find a Branch meeting of the Seamen's Union listening to and discussing an interesting paper prepared by one of its own members.

Let us hope it will become a common thing. It is not every seafaring man having something worth discussing who can express himself on paper, but somebody out of a ship's crew could generally be found to put his ideas in black and white for him.

The members of the Shipmasters' and Officers' Union, as well as members of the Seamen's Union, would do well to prepare papers on subjects of common interest for discussion at their meetings, thereby rendering the meetings more attractive. One of the Shipmasters' Societies in London frequently has papers read and discussed by members at its gatherings, and most valuable and interesting many of these papers and discussions have proved, and there can be no doubt that they help largely to draw to the meetings many members who would not otherwise attend, and who would ultimately lose interest in the Society.

"More next week" we said in *SEAFARING* of May 16, in publishing Capt. Smith Barrett's reply to Capt. Luccock regarding the Shipmasters' and Officers' Union. After considering the further communication in which Capt. Smith Barrett deals *seriatim* with Capt. Luccock's letter in *SEAFARING* of May 9, we find it largely unintelligible to outsiders, and to some extent injurious to the Shipmasters' and Officers' Union, and therefore, with every inclination to hold the balance even between these two correspondents, we must decline to lend our columns to a wrangle that can only injure their Union.

As to whether Capt. Luccock was fairly treated by those at present responsible for the management of that Union, we express no opinion at present, not having the necessary information, but we do know that at least one individual to which that Union is much indebted has not been well treated by it, and we can no longer regard the success of that Union with the same confidence as we did before such a suicidal policy was adopted.

Thanks to their attitude regarding the Shipping Federation, many will be glad to hear that Sir A. K. Rollit, M.P., and Mr. Charles Henry Wilson, M.P., have been presented with the honorary brotherhood of Hull Trinity House, in recognition of their services to the commerce of Kingston-upon-Hull. The resolutions were enclosed in gold caskets. The brethren and wardens afterwards entertained both gentlemen to luncheon.

AN ARGENTINE MAN-OF-WAR.

Captain Coferina Ramirez, commander of the Argentine war vessel the *25 de Maio*, and Charles Nelson, boarding-master, South Shields, were summoned before the South Shields magistrates May 18, for wages for work done, board, and lodgings, by several men who had been engaged by Nelson to join the *25 de Maio*. Mr. Marshall said the men were, on April 1, requested to join the vessel by Charles Nelson, a boarding-master. They went, by direction, to lodgings till May 1, when they were told to go on board the vessel. When asked to join the ship, the men each received a note for £3. The wages they had to receive were £4 per month. They went on board on May 1, and were busy there on the Friday and Saturday. They then got leave to go on shore, and remained till the Monday, when they returned and worked till the Wednesday. Having been shipped on April 1, they thought they then should have pay for a month. On the Wednesday some dispute arose, and the commander told them they could go on shore. The men now asked that they should be paid from the time they were engaged until the present time at the rate of £4 per month; also that those who were requested to remain in lodgings till ordered on board at 2s. 6d. per day should be paid that amount. Nelson would not be personally liable, but only an agent.

Besnard gave evidence bearing out Mr. Marshall's statement.

Edward Oxnard gave evidence in support of the claim, and Charles Nelson produced the agreement between the commander and himself as to the engagement of the men.

After considering the case in private, the Bench made an order for £4 for Besnard against the commander of the ship, and dismissed the case against Nelson. In four other cases where the claims were for £7 18s., and in one for £6 8s., it was agreed that the same decision should be accepted, without prejudicing the defendant's right of appeal. Six cases where the men claimed £12 8s. each were dismissed, as the Court had not jurisdiction to act where more than £10 was claimed, and the defendant agreed to pay £3 2s. 6d. to each of the three men for board and lodgings where the amount had not already been paid.

One of the crew writes:—I was on watch from 11 a.m. to 4 p.m. One officer called me at 5.30 p.m. same day to relieve the watch. I told him I had just come off watch at 4 p.m. For that reason, and no other, he beat me with his sword and broke it over my shoulder. All brothers on board the ship told him that it was not right to beat a man that way for nothing. For that reason ten men got punished for two hours, from 8 p.m. to 10 p.m. they had to stand on the poop, and one man was beaten with the sword for the same reason. I made my complaint to an officer on watch and he put me in irons all night. I do not belong to the Argentine Republic navy. We have only a verbal agreement to take the ship out to River Plate. We have not signed any articles. Will you please have this published in SEAFARING?

A YOUNG man named Iggleden, belonging to Faversham, mate of the Rochester barge *Nellie*, slipped off a plank and was drowned. His body was recovered in the Stour Thursday morning.

AN interesting case in connection with the contract labour laws is at present occupying the attention of the New York authorities. It has for some time been suspected that sailors have been brought from England to man English-built cutters here, many of which are owned by Americans. On May 23 it was discovered that five of the cabin passengers who arrived in the North-German steamer *Aller* were really stewards who had been engaged to work on the yacht *Ritonana*, which is about to be launched at Philadelphia. Strict inquiry will be instituted into the question.

MODERN NAVAL WARFARE.

FIERCE FIGHTING.

STRUCK BY A TORPEDO.

BETWEEN SHOTS AND SHARKS.

The *New York World* publishes a letter from a special correspondent dated Valparaiso, April 26th, giving full details of the blowing up of the insurgent ironclad Blanco Encalada. The vessel had been lying at the entrance of the harbour to prevent Government vessels from either entering or leaving. On the night of the 12th the ironclad stole into Valparaiso harbour during the darkness with the intention of destroying an armed tug, the *Mary Florence*, but the torpedo missed and blew up a large floating dry dock. The forts then opened fire upon the Blanco Encalada, which quitted the harbour. Subsequently an attempt was made upon the Blanco Encalada by a torpedo-boat accompanied by the *Mary Florence*. The latter vessel was, however, blown out of the water by a shot from the ironclad, all her crew, 17 in number, being killed; while the torpedo-boat was blown to pieces, and the crew killed, by the ironclad's consort the *O'Higgins*. A terrific fight afterwards took place between the two ironclads and the Valparaiso forts, during which the *O'Higgins* was disabled. The two vessels then retired.

Subsequently the Blanco Encalada joined the *Esmeralda* in an attack on Caldera, which fell into the hands of the insurgents. What followed is thus described: "Early on the morning of the 23rd the third officer of the Encalada, Lieutenant Marquiz, was upon the bridge when the look-out called his attention to a light to seaward on the ironclad's port. In a moment it disappeared, and it was surmised, as events proved, that it was the search-light of the Government torpedo-boat Condell. Half an hour afterwards the clouds obscuring the moon cleared away, and the officer saw two small vessels not more than half a mile away both bearing down upon the ironclad at full speed. One was the *Almirante Condell* coming on from the south-west, while the *Almirante Lynch* approached from the north-west. The Encalada was caught unawares. She was at anchor and her fires were banked, so that she could not have been able to get up steam enough to turn round even had her anchors been up. The alarm was immediately sounded and the crew and officers took up their positions to repel the attack. The Condell came bow on, and as soon as she was within range fired a torpedo, which, however, missed its mark. At the same time the torpedo-boat opened fire with her Hotchkiss gun, which, being on a pivot, could be turned in every direction. The *Almirante Lynch*, which had slowed down as she approached the man-of-war, also made use of her Hotchkiss gun when almost bows on. The Encalada answered; but, owing to her disabled condition, could not do much damage." In this manner the insurgent sailors fought with all the energy of which they were capable, being fully alive to their terrible danger. Every shot at the smaller Government boats was carefully aimed, but the steel armour of the torpedo vessels turned aside the shot and shell. The Condell fired two more torpedoes, but both went wide of the mark. In return the Blanco Encalada landed a shell from one of her heaviest guns on to the deck of the Condell, killing four men and shattering her rear smoke-stack. On the starboard side the *Almirante Lynch* was busy with her Hotchkiss gun, which tore the rigging of the Blanco Encalada into tatters, smashed her boats, and played havoc with her upper works. The dead and wounded lay upon the Encalada's decks, which were slippery with blood. Her sailors fought bravely, and though the Lynch sent two more torpedoes in her direction the explosives went wide of their mark. Altogether the Lynch ejected four torpedoes at the Encalada without effect. The officers of the Lynch now determined to make a supreme effort. Her flag was run up to the peak, and her Hotchkiss gun became silent. "She worked round until she was bow on to the starboard side of the Encalada, and then there was a swish from the tube in the Lynch's ram. The Encalada got her search lights on the approaching missile, as she had on the other four, and her gunners poured a leaden rain on to it for the purpose of sinking it. This time, however, the aim of the torpedo was true, and the storm of shot from the Encalada failed to destroy. The steel torpedo net also failed to divert the messenger of destruction, so sudden and unexpected was the attack. The torpedo struck the Encalada just abaft the foremast, and a deafening explosion followed. A huge hole yawned in her starboard side, extending below the water-line, and the ironclad quickly filled. Terror reigned on board the doomed ironclad, and the men scrambled into the boats, hanging upon the rear davits, which

were the only ones that had not been destroyed by the fire of the *O'Higgins's* guns. Both the Condell and the Lynch now opened fire from the Hotchkiss guns, and scores of men were killed while attempting to escape. Many of the sailors sprang into the water, only to meet death by drowning or by being eaten by sharks, with which the bay abounds. The ironclad quickly settled, and, with a sudden lurch, went down in less than three minutes, with her officers and crew. Out of 200 men only 12 escaped. Among the latter was Captain Goni, who sprang overboard, and, escaping the sharks, swam to the Caldera beach, where he was rescued in an exhausted state."

MR. WILSON'S IMPRISONMENT.

CHARGES OF PERJURY.

At the Cardiff Police Court on Wednesday—before the stipendiary magistrate (Mr. T. W. Lewis), Dr. Paine, and Mr. Peter Price—Andrew Thompson, a boarding-master, of Bute-road, was charged with committing wilful and corrupt perjury at the trial of Mr. J. H. Wilson, general secretary of the Seamen's Union, before the Cardiff Recorder, on April 4. Mr. Allan Upward (instructed by Mr. J. H. Jones) appeared for the prosecution, and Mr. Belcher defended.

At the trial before the Recorder, Thompson said that he heard Mr. Wilson call "Halt!" and that Mr. Wilson held up a stick, and pointing to his (Thompson's) house, said "This is a 'scab' house: this is where the blacklegs are; we'll give him blackleg to-night."—The stipendiary: You are going to show that that is untrue?—Mr. Upward: Yes, sir. Mr. Wilson was then called, and gave a complete denial to the evidence adduced by the defendant Thompson at the sessions. Cross-examined by Mr. Belcher: The procession did not call at Thompson's house at all on the morning in question; as a matter of fact, he did not know where Thompson lived. Their proceedings on that occasion only differed from the daily order by reason of there being more cheering. During the whole tour of the district he did not hear hissing or hooting, and certainly on that morning did not say or shout out "scab house" or "blacklegs."

Messrs. T. Davies and J. R. Stephens, reporters, denied that Wilson used the words attributed to him by Thompson; the former stating that Wilson did not cross the street towards Thompson's house, and that he (witness) must have heard anything that Wilson said, as he was standing nearer to the house than Wilson was. In cross-examination, Mr. Davies said that he heard the words "scabs" and "blacklegs" frequently used by those in the procession, but he could not say whether Wilson heard them. There was a good deal of hissing and hooting during the morning's demonstration; men in the procession pointed to certain houses indicating where their clothes were, and opposite several houses "scabs" and "blacklegs" were shouted—as much, however, by people who were following the procession as by those in it. Foam, upon asking those who forced their way into his house, "Do you call this manhood?" was answered with hooting. By the Stipendiary: Foam's remonstrance was shouted sufficiently loud to be heard by Wilson; and the latter must have heard the hooting.

Henry Gould, dock labourer, stated that Wilson did not cross to Thompson's house, and that all he heard him saying was in the form of a warning to keep clear of the tram. Did not hear the expression spoken to in the defendant's evidence. Cross-examined: When Foam spoke about "manhood" Wilson was at the head of the procession, and could not have heard what was said. He was positive that from first to last of the morning's tour there was neither hissing nor hooting—so far as he could hear—and he was with the procession throughout. James Edward Halch, a member of the Seamen's Union, stated, in cross-examination, that the procession stopped opposite the house of Anderson for three or four minutes, and when the men began hissing Wilson called to them to "stop that." The Stipendiary, after a brief consultation with the other magistrates, said the prosecution had failed to make out a prima facie case. The testimony for the prosecution was very gravely conflicting in many important particulars, and the summons must therefore be dismissed. On the application of Mr. Upward, the Stipendiary assented to the witnesses being bound over to appear at the Assizes, where, it was stated, an indictment would be preferred; and the hearing of the other summonses was fixed for Wednesday next.

MESSRS. GIBSON & OLARK, of the Pass Lin., have contracted with the Fairfield Shipbuilding Company, Govan, to construct a four-masted sailing barque to carry about 3,500 tons deadweight.

DEATH ROLL.

The following is a list (just issued) of names and other particulars of British and Irish seamen whose deaths have been officially reported during April, 1891. (This list only includes such foreigners as are Scandinavians.) First the seaman's name is given, next his age, rating, birthplace, cause of death, date of death, and the name of the ship to which he belonged. If he had left the ship at the time of his death her name is printed in italics in this roll.

Airy, Jas., cattleman, vessel missing since Nov. 27, sea, Thanemore.
 Albert, James, 40, A.B., Cape Town, vessel lost, Mar. 9, Start Point, Marana.
 Alger, J., 38, A.B., Norfolk, vessel missing since Nov. 27, sea, Thanemore.
 Allen, Wm., 20, A.B., New London, small-pox, Aug. 24, sea, Royal Alice.
 Allen, Frank Harrison, 17, apprentice, Ludlow, vessel missing since Aug. 6, sea, Malaysia.
 Allnutt, George William, 24, 2nd mate, London, vessel lost, Mar. 10, off Falmouth, Bay of Panama.
 Allport, Leonard, 18, apprentice, Penge, vessel lost, Mar. 10, off Falmouth, Bay of Panama.
 Anderson, George, 36, mate, Plymouth, vessel missing since Mar. 9, Bristol Channel, London.
 Anderson, L., 23, Sweden, drowning, Mar. 8, Matanzas, Salamance.
 Anderson, N., 23, A.B., Swede, drowned by falling from jibboom whilst taking in inner jib, Mar. 31, sea, Cardiganshire.
 Ashwell, Walter John, 24, fisherman, London, drowning (boat upset in attempt to land fish), April 17, outside Grimsby Dock, Star of Hope.
 Backman, A., 34, A.B., Finland, heart disease, March 18, Mistletoe.
 Baetens, G., 38, fireman, Antwerp, vessel lost, Feb. 5, English Channel, Chiswick.
 Bain, Wm., 42, assistant steward (first ship), Caithness, vessel lost by collision, Mar. 17, Gibraltar Bay, Utopia.
 Baillie, Andrew, 23, fireman, Glasgow, fell overboard (drowned), Feb. 18, Newport News, Ardancorach.
 Barnes, Edward, 39, carpenter, Fleetwood, vessel missing since Aug. 6, Malaysia.
 Barr, Richard, 30, A.B., Halifax, N.S., vessel missing since Aug. 6, Malaysia.
 Barry, John, fever, Oct. 27, Aux Cayes, Glenorchy.
 Barker, Charles, 33, cook, New York, vessel missing since Nov. 27, Thanemore.
 Baumann, W., 31, 3rd mate, Middlesbro', vessel missing since Nov. 27, Thanemore.
 Begley, John, 24, trimmer, Liverpool, scalding (by bursting of joint in door of boiler), Mar. 19, hospital, Queenstown, *City of New York* (dis. Mar. 8).
 Beggs, James, 19, O.S., Glasgow, vessel missing since Oct. 18, Marianne Greaves.
 Bell, John, 16, mess-room steward, London, vessel missing since Nov. 27, Thanemore.
 Bennett, Joseph, 46, cholera, Oct. 22, Pt. Louis, Holyrood.
 Bennett, Thomas, 34, steward, Liverpool, vessel lost, March 9, Start Point, Nearana.
 Bevan, David, 35, master mariner, Welsh, Swansea, tumour on jugular vein, March 6, Swansea Hospital, Andaman.
 Bickford, Wm., 49, A.B., Cornwall, vessel missing since March 8, near Scilly, Prima Donna.
 Billiard, Thomas L., 19, cook and seaman, Leicester, drowned (fell from aloft), April 3, 40 miles N.E. of Smalls, Fanny Fothergill.
 Bingham, Percy, 26, A.B., Liverpool, fall down hold (athwartship beam unshipped while deceased was standing upon hatch), March 2, Buenos Ayres, Hippomenes.
 Birch or Burch, S., 37, cook, Bermuda, phthisis and abscess of thigh, Sept. 30, Long Island College Hospital, Brooklyn, Gloucester City.
 Birrell, Jas. R., 21, 3rd engineer, Limekilns, Fife, vessel sunk by collision, March 13, English Channel, Roxburgh Castle.
 Bishop, George, 34, Tayport, heart and liver disease, April 24, 1890, sea, King Arthur.
 Bishop, Wm., 41, mate, Devon, vessel missing since March 9, Mayflower.
 Blewett, Thos., 26, A.B., Penzance, vessel missing since March 8, near Scilly, Prima Donna.
 Borrill, Arthur Edward, 17, apprentice, Kingston-upon-Hull, vessel lost, March 9, Start Point, Dryad.
 Bossom, William, 22, lamps and A.B., Chelsea, vessel lost, March 9, Start Point, Marana.
 Bovey, Wm., 13, boy (first ship), Brixham, vessel sunk by collision, March 13, English Channel, Roxburgh Castle.
 Bowman, Joseph, 64, mate, Newcastle, vessel missing since March 4, English Channel, Light of the Age.

Bowden, George, 54, master, Devonport, vessel stranded, March 3, on the Manacles, Catherine.
 Bowden, Henry, 26, mate, Devonport, vessel stranded, March 9, on the Manacles, Catherine.
 Brandhoff, Carl, 28, 2nd cook, Hontrop, Bochum, malarial fever, Dec. 11, Old Calabar, Winnebah.
 Brady, Edward, 37, boatswain, Liverpool, heart disease, Jan. 1, at sea, Star of Bengal.
 Brantte, John. See Paul Snaddon.
 Bray, Thomas, 41, fireman, Dublin, African fever, March 18, Liverpool, *Africa*.
 Breckon, J. H., 37, 2nd mate, Whitby, vessel sunk by collision, March 13, English Channel, Roxburgh Castle.
 Brencley, Wm., —, O.S., vessel missing since March 9, Carry Winch.
 Brinsmead, George, 16, O.S., Liverpool, fell from mainyard on deck and was instantaneously killed, Jan. 18, Per Ardua.
 Broadhurst, Edwd., 26, 1st mate, Cheshire, small-pox, Aug. 6, sea, Royal Alice.
 Brownrigg, E., 34, 1st mate, Liverpool, vessel lost, March 9, Start Point, Marana.
 Brown, James, 54, carpenter, vessel lost, March 10, off Falmouth, Bay of Panama.
 Brown, William Henry, 50, A.B., Liverpool, prolonged immersion; accidentally fell overboard, April 8, Messina, Carn Marth.
 Brown, W., 44, A.B., vessel lost, Mar. 10, off Falmouth, Bay of Panama.
 Brown, Thomas, 45, carpenter, Dundee, struck by anchor chain which parted while anchor was being lowered, April 7, off Wapping, London, Perth.
 Brown, James, 39, A.B., Wick, drowned through capsizing of a boat, April 11, Dardanelles, St. Vincent, Elmville.
 Buckley, Thomas, 21, 3rd mate, Wicklow, vessel missing since Aug. 6, Malaysia.
 Bullock, Thomas, 41, mate, Shrewsbury, vessel lost, Mar. 10, off Falmouth, Bay of Panama.
 Burgess, Albert Ernest, 17, apprentice, Marylebone, vessel missing since Aug. 6, Malaysia.
 Burch, S. See Birch.
 Burns, John, 45, fireman, English, shot, supposed to be accidental, Mar. 23, Cuvier.
 Burns, John, 21, A.B., Irish, fell overboard while making fast main top-cantail sail during a gale, April 10, 1890, N. Atlantic, Strathgryfe.
 Burke, Thos., 50 or 40, greaser, Dublin, cerebral hemorrhage, Nov. 27, hospital, New York, *City of New York* (dis. Oct. 14, with Bright's disease).
 Burt, Wm. E., 24, A.B., British, drowning, April 17, Heather Bell.
 Butcher, Geo. F., 50, master, London, vessel missing since Nov. 27, Thanemore.
 Cainwright, John, 18, boy, Welsh, accidental suffocation, April 1, Ballinacurra, co. Cork, Moonlight.
 Campbell, Geo., 20, A.B., Croydon, vessel missing since Nov. 27, Thanemore.
 Carpenter, Charles, 18, apprentice, London, vessel lost, Mar. 10, off Falmouth, Bay of Panama.
 Carroll, John, 19, A.B., Galveston, vessel sunk by collision, Mar. 13, English Channel, Roxburgh Castle.
 Carroll, Thos., 51, A.B., Irish, unknown, Feb. 7, hospital, Hamburg, Ealing.
 Christie, James T., 43, master, Walls, Shetland, rupture of blood vessel, March 8, sea, Ullock.
 Claussen, Johann Heinrich, 20, A.B., Germany, injuries received by being knocked off topsail yard by sail, Jan. 1, sea, Mary L. Burrill.
 Clemo, Wm. Henry, —, O.S., supposed drowning, vessel missing since March 9, English Channel, Lizzie Mary.
 Clifford, Edward, 19, officer's steward, Cheshire, washed overboard, March 6, sea, Lord Clive.
 Collins, Francis, 20, trimmer, Glasgow, vessel lost by collision, March 17, Gibraltar Bay, Utopia.
 Collins, John, 31, fireman, British, fell into water off staging, March 29, Messina, Vanessa.
 Connor, Edw., 23, fireman, London, vessel missing since Nov. 27, Thanemore.
 Cook, John, 35, 2nd engineer, Glasgow, typhoid fever, April 7, Circassia.
 Cope, Thos., 26, master, Pill, Bristol, vessel missing since March 9, Boadicea.
 Cope, Sidney, 23, mate, Pill, Bristol, vessel missing since March 9, Boadicea.
 Cope, Wm., 16, boy, Newport, vessel missing since March 9, Boadicea.
 Corcoran, James, 39, A.B., Dublin, yellow fever (supposed), March 18, sea, Dryden.
 Corcoran, Patk., 29, fireman, Cardiff, vessel missing since Nov. 27, Thanemore.
 Corkhill, John, 24, 2nd engineer, Liverpool, vessel missing since Nov. 27, Thanemore.
 Costello, P., 37, donkeyman, London, vessel missing since Nov. 27, Thanemore.
 Coston, H., 32, A.B., vessel lost, March 10, off Falmouth, Bay of Panama.
 Couch, John H., 31, master, Port Isaac, vessel stranded, March 9, Goodwin Sands, Zingra.

Cowen, Thomas, 24, seaman, English, drowned, March 2, Nellie T. Guest.
 Cox, W., 44, cook, vessel lost, March 10, off Falmouth, Bay of Panama.
 Cranfield, Lionel Chas. (Viscount Cantelupe) 29, yacht owner and master, Middlesex, vessel wrecked, Nov. 7, off Bangor Bay, Urania.
 Crawley, J., 31, A.B., Liverpool, vessel lost, March 9, Start Point, Marana.
 Crocker, Wm., 32, mate, Penzance, vessel missing since March 8, near Scilly, Prima Donna.
 Crothers, Owen Davies, 18, boatswain, British, drowning, April 17, Heather Bell.
 Cronin, Thos., 40, A.B., Penzance, vessel missing since March 8, near Scilly, Prima Donna.
 Crowell, Reuben S., master, vessel missing since Nov. 28, Atlantic, Edmund.
 Crusier, Geo., 39, A.B., Holland, Jan. 21, Persian Empire.
 Cummings, Peter, 36, fireman, Manchester, vessel sunk by collision, March 13, English Channel, Roxburgh Castle.
 Daniel, S., 42, Jan. 13, Avon.
 Darrack, John, 53, 1st engineer, Greenock, from falling between the boilers, April 11, the Hospital, Piraeus, Tafna.
 Dasey, John, 28, A.B., Tiverton, vessel sunk by collision, March 13, English Channel, Roxburgh Castle.
 Davies, Peter, 2nd mate, Nevin, vessel lost by collision, Feb. 20, North Sea, Queen.
 Davies, Wm., 39, A.B., Fishguard, North Wales, March 30, sea, Kilmore.
 Davis, David, 30, seaman, British, drowning, Feb. 11, Duke of Sutherland.
 Davis, D., 30, A.B., Newquay, drowned, Feb. 11, Wellington, Dharwar.
 Davis, Malachi, 33, fireman, Dublin, yellow fever (supposed), March 18, sea, Dryden.
 Davidson, M. T., 33, engineer, British, bilious fever, March 20, Plessey.
 Delay, John, 30, greaser, London, vessel missing since Nov. 27, Thanemore.
 De Mol, D., 20, consumption, March 1, *Huntsman*.
 Denkel, Anton, 26, fireman, Germany, drowned accidentally, March 29, Gravesend, *Maryland*, dis. March 28.
 Desmond, Wm., 46, A.B., Liverpool, vessel missing since Nov. 27, sea, Thanemore.
 Diona, Rigler, 34, A.B., Genoa, vessel missing since Aug. 6, Malaysia.
 Dolman, W., —, cattleman, vessel missing since Nov. 27, Thanemore.
 Donovan, Martin, 22, A.B., Belfast, vessel missing since Nov. 27, Thanemore.
 Drake, Robert, 20, 3rd hand, Plymouth, vessel missing since March 8, English Channel, Mary Jane.
 Driver, Ernest, 17, apprentice, Sudborne, Essex, boat upset, April 17, outside Grimsby Dock, Star of Hope.
 Dummett, Charles, 16, apprentice, Plymouth, supposed drowning, vessel missing since March 8, English Channel, Mary Jane.
 Duncan, James, 51, cook, St. Vincent, W.I., tuberculosis peritonitis, April 3, Southern Hospital, Liverpool, *Drumcliff*, dis. March 31.
 Dunn, Wm., M., 28, 2nd engineer, North Shields, vessel lost March 9, Start Point, Marana.
 Dunning, C., 20, baker's assistant, Hants, yellow fever, March 25, sea, Trent.
 Dunlevey, Thomas, 19 (-towaway) (P.) Liverpool, fell from aloft (when scraping main top-cantail mast), Sept. 12, 9.45 a.m., sea, Falls of Clyde.
 Durant, Charles, 52, master, Portsmouth, bronchitis, about Dec. 17, Newcastle, *Norway*.
 Eccleston, Richard, 20, A.B., Liverpool, concussion of brain (fell from boom on No. 3 hatch while furling the fore trysail), April 12, sea, Teutonic.
 Elfs, Ch. Vander, 42, A.B., Antwerp, vessel lost, Feb. 5, English Channel, Chiswick.
 Erikson, Karl, 38, A.B., Finland, vessel lost, March 9, Start Point, Dryad.
 Evans, William, 23, 3rd mate, Hoylake, vessel lost, March 9, Start Point, Marana.
 Fage Herrman, —, trimmer, vessel missing since Nov. 27, Thanemore.
 Farrell, John M., 26, 1st mate, Waterford, vessel sunk by collision, March 13, English Channel, Roxburgh Castle.
 Feast, James, 45, fireman, Beeding, Sussex, vessel sunk by collision, March 13, English Channel, Roxburgh Castle.
 Fens, Thomas, 46, A.B., Jersey, vessel missing since Nov. 27, Thanemore.
 Ferguson, J. C., 61, master, Kirkcudbright, gangrene, June 21, sea, Avenger.
 Flannagan, John, —, cattleman, vessel missing since Nov. 27, Thanemore.
 Fletcher, Arthur William, 14, apprentice, Dublin, vessel lost, March 9, Start Point, Dryad.
 Flood, J., 25, A.B., Dundee, vessel lost, March 9, Start Point, Dryad.

- Kongelen, J. Van, 19, mess-room boy, Belgium, vessel lost, Feb. 5, English Channel, Chiswick.
- Forbes, James, 20, apprentice, New Rattray, Perthshire, vessel lost, March 10, off Falmouth, Bay of Panama.
- Forbes, William, 54, A.B., Turk's Island, vessel lost since August 6, sea, Malaysia.
- Ford, John, 23, fireman, Cape Verdes, vessel lost, Feb. 5, English Channel, Chiswick.
- Ford, Alfred, 16, apprentice, Hull, vessel lost March 9, Start Point, Dryad.
- Ford, Fred, 19, cook, Southampton, exhaustion and exposure; vessel lost, March 10, Littlestone-on-Sea, Kent, Echo.
- Francis, John, 20, O.S., Liverpool, vessel missing Oct. 13, Marianne Greaves.
- Fromm, Martin, 30, seaman, German, Feb. 24, Alaska.
- Garscadden, Arthur, 22, fireman, Glasgow, vessel lost by collision, March 17, Gibraltar Bay, Utopia.
- Gartz, John, 51, master, Germany, vessel missing since March 9, Mayflower.
- George, Levi, 53, master, Pembroke, stoppage of bowels, April 12, Church Park, Mumbles, Glamorganshire, *Ethel*.
- Gibbs, H. H., 33, steward, West Indies, Feb. 1, sea, Medea.
- Gill, Richard, 16, O.S., British, drowning, April 17, Heather Bell.
- Gilbody, Charles, 44, 2nd engineer, London, vessel lost, Feb. 5, English Channel, Chiswick.
- Glanfield, Geo., 44, A.B., Ipswich, found drowned; supposed to have fallen in water at night, Jan. 13, Port Adelaide Harbour, Gryfe.
- Glanville, I. E., 30, mate, Dublin, vessel lost, March 9, Start Point, Dryad.
- Glebe, Thos., 19, O.S., vessel missing since March 4, English Channel, Light of the Age.
- Goddard, Wm., 40, A.B., London, heart disease, April 4, 1890, sea, Eccefechan.
- Gravert, G. fireman, vessel lost by collision, March 17, Gibraltar Bay, Utopia.
- Grant, Robert, 27, 1st engineer, Brechin, consumption, March 29, Potaro.
- Greenwood, S., 27, 2nd mate, Todmorden, vessel missing since Nov. 27, sea, Thanemore.
- Greenlees, Hugh B., 29, 2nd engineer, Ayr, left ship at midnight, body subsequently found, Nov. 25 or 26, Hamburg, City of Lisbon.
- Grindlay, Edmund Ernst., 46, 2nd mate, Liverpool, stoppage of action of the heart through digestive organs being impaired, April 15, Cardiff, *Maidby* (dis. March 17, Hull).
- Groot, Heinrich de, 19, A.B., Schiermonnikoog, Holland, drowned, March 7, Charlois.
- Hafeman, John, 34, Germany, fell overboard whilst making fast the jib, Mar. 14, sea, Marianne Pepe.
- Hall, Harry, 22, assistant steward, Norfolk, vessel lost, March 9, Start Point, Marana.
- Hall, Newbray, 26, 2nd mate, Lymington, vessel lost, March 9, Start Point, Marana.
- Hallgren, Oskar, 33, A.B., Sweden, vessel lost, Feb. 5, English Channel, Chiswick.
- Hambly, John, 47, master, Looe, Cornwall, vessel missing since Nov. 5, Bristol Channel, Vine.
- Hambly, Wm., 18, cook (first ship), Cornwall, vessel missing since March 9, English Channel, Lizzie Mary.
- Hammett, J., 25, fireman, Wexford, vessel sunk by collision, March 13, English Channel, Roxburgh Castle.
- Hanlon, Martin, 34, fireman and trimmer, Dublin, vessel lost, March 9, Start Point, Marana.
- Hansen, Peter, 32, cook and steward, Hamburg, fever, Feb. 11, sea, Severn.
- Hansen, M. A., 28, O.S., Bregning, Denmark, inflammation of bowels, Jan. 29, sea, Emma Payzant.
- Harvey, Charles Loveridge, 23, master, Padstow, vessel missing since March 8, off Land's End, Comet.
- Harvey, Henry I., 28, A.B., Wivenhoe, drowning (through capsizing of boat), April 11, Dardanelles, Elmville.
- Harrington, Michael, 40, A.B., Bearhaven, internal injury (bad foot and knee), Feb. 15, Bone, Algiers, *Lombard*.
- Harrington, Charles, 24, cook, Yarmouth, vessel missing since March 9, London.
- Harris, Geo., 21, A.B., Spalding, vessel missing since March 9, London.
- Hass, Wm., —, cattleman, vessel missing since Nov. 27, Thanemore.
- Hathaway, Albert, 24, O.S., Brochweir, vessel stranded, March 9, Goodwin Sands, Zingra.
- Hayes, Edwd., 24, fireman, Guernsey, vessel missing since Nov. 27, Thanemore.
- Haynes, William, 35, seaman, St. John's, Newfoundland, drowned, Jan. 24, Blanche.
- Haynes, W. E., 31, master, Pt. Isaac, Cornwall, vessel missing since March 9, Lizzie Mary.
- Heilbron, David, 24, cook, Newcastle, vessel lost, March 9, Start Point, Dryad.
- Henderson, David, 36, engineer, Kinross, Jan. 8, Tripoli.
- Henderson, John, 32, mate, Looe, Cornwall, vessel missing since Nov. 5, Vine.
- Higginson, Frank Octavius, 58, master, Barbadoes, vessel lost, March 9, Start Point, Marana.
- Hill, Fred, 38, A.B., Wicklow, vessel sunk by collision, March 13, English Channel, Roxburgh Castle.
- Hoefkins, R., 19, O.S., Antwerp, killed by falling from aloft (whilst making fast lower topsail), March 25, sea, Ventura.
- Holmes, John A., 43, A.B., Canada, washed overboard, Dec. 2, sea, 85.
- Holmes, John, 47, rheumatism, Jan. 20, sea, Ellenbank.
- Holt, Robt., 19, O.S. (substitute), Edinburgh, fell from aloft, Jan. 8, sea, Vanduaara.
- Honey, George, 37, mate, Port Isaac, Cornwall, vessel missing since March 9, Lizzie Mary.
- Hughes, William, 30, master, Dublin, vessel lost, Feb. 5, English Channel, Chiswick.
- Inglis, Ernest William, 18, apprentice, Greenwich, vessel lost, March 10, off Falmouth, Bay of Panama.
- Irons, Harry, 27, A.B., Padstow, vessel missing since March 8, Comet.
- Irvine, William, 33, sails and A.B., Paisley, vessel lost, March 9, Start Point, Dryad.
- Jacobsen, C. A., 27, mate, Sweden, thrown overboard by a heavy lurch, March 26, 8 a.m., off Cape Cod, Inglewood.
- Janseo, J., —, A.B., drowned (vessel lost by collision), Feb. 20, North Sea, Queen.
- Jansson, E. V., 26, O.S., Swede, Carlshoam, fell overboard coming in from making jib fast, Feb. 1, sea, British Envoy.
- Jarvis, H., 20, 4th engineer, Kent, vessel missing since Nov. 27, Thanemore.
- Jeffery, W. S., apprentice, drowning, Brahmin.
- Jelliss, Stephen, 31, A.B., British, drowning, Nov. 12, Persian Empire.
- Jensen, Peter, 22, O.S., Copenhagen, exhaustion and exposure, March 10, Littlestone-on-Sea, Kent, Echo.
- Jensen, Erling. See Yensen, Erling.
- Jenkins, Ernest, 26, 2nd mate, North Shields, washed overboard, March 4, sea, Irthington.
- Joel, Edward, 22, O.S., London, fell overboard while furling upper fore-top sail, June 30, 1889, sea, Endymion.
- Johnson, Fred., 32, fireman and trimmer, Sweden, vessel lost; total stranding, March 9, Start Point, Marana.
- Johnson, John, 45, A.B., Stockholm, vessel sunk by collision, March 13, English Channel, Roxburgh Castle.
- Johnsen, J., 26, A.B., Sweden, malarial fever, Jan. 20, sea, Winnebago.
- Jones, Robt. Pritchard, master, Criccieth, vessel lost by collision, Feb. 20, North Sea, Queen.
- Jones, Wm. Gough, 1st mate, Bodfean, Carnarvon, vessel lost by collision, Feb. 20, North Sea, Queen.
- Jones, John Danl., O.S., Nevin, Carnarvon, vessel lost by collision, Feb. 20, North Sea, Queen.
- Jones, Elias, 52, A.B., Cardigan, rheumatic fever, March 15, Hospital Carthage, Gwalia.
- Jones, Thomas, 29, mate, Queen's Ferry, Flintshire, exhaustion and exposure; vessel lost, March 10, Littlestone-on-Sea, Kent, Echo.
- Jones, S. G., 49, 1st mate, Cardigan, vessel missing since Nov. 27, Thanemore.
- Jones, Thomas, 44, mate, Cardigan, killed by falling down hold, Feb. 4, Newcastle, N.S.W., Westgate.
- Jones, William, 18, Amlwch, drowned, Jan. 27, Bass Straits, County of Merioneth.
- Jose, Francis, 37, steward, St. Michael's, vessel sunk by collision, March 13, English Channel, Roxburgh Castle.
- Kearny, J., 51, A.B., Cork, vessel missing since Nov. 27, Thanemore.
- Keenan, Jas., 40, fireman, Dublin, vessel missing since Nov. 27, Thanemore.
- Kemmett, —, O.S., vessel missing since March 9, Carry Winch.
- Kemp, Thos. Hy., 38, 1st mate, Liverpool, Java fever, Feb. 13, sea, Gairloch.
- Kemp, E., 18, A.B., Sunderland, small-pox, Aug. 5, sea, Royal Alice.
- Kenny, William, 24, fireman, Canadian, apoplexy, March 21, sea, Delta.
- Kendall, B., 37, donkeyman, London, vessel lost, Feb. 5, English Channel, Chiswick.
- Kerr, J. M., 30, 3rd engineer, Argyle, vessel missing since Nov. 27, Thanemore.
- Kilstrom, A., 42, carpenter, Sweden, drowned (accidentally fell into dock), March 14 or 15, Dunkirk, Lady Palmerston.
- King, Leonard, 47, A.B., Holland, vessel missing since Aug. 6, Malaysia.
- Kirkbride, James H., 43, master, Leeds, vessel missing since Aug. 6, Malaysia.
- Kortlep, James, 35, A.B., Germany, cerebral hæmorrhage, Jan. 31, British Hospital, Monte Video, Highlander.
- Krone, A., 20, A.B., Oden, Norway, vessel lost, March 9, Start Point, Dryad.
- Lancaster, Alfred, 39, A.B., London, vessel missing since Nov. 27, Thanemore.
- Lange, Carl, 38, carpenter and A.B., Sweden, vessel lost, March 9, Start Point, Dryad.
- Langford, T., 20, A.B., Bristol, fell from aloft and killed (while furling top-sail), Feb. 9, sea, Queensland.
- Larsen, A., 21, A.B., Copenhagen, vessel lost, March 9, Start Point, Dryad.
- Larsen, Wilhelm, 28, A.B., Germany, carried overboard by heavy sea, March 6, sea, St. Albans.
- Laurilla, T. A., 22, Jan. 6, sea, Herbert.
- Lawrence, Thos., 41, boatswain, Glasgow, drowning (vessel stranded), March 24, New Jersey, Joseph Banigan.
- Lawson, Bendix, 17, A.B., Danish, drowning, April 17, Heather Bell.
- Leahy, John, 20, fireman, Cork, vessel sunk by collision, March 13, English Channel, s.s. Roxburgh Castle.
- Leavey, John, 37, A.B., London, washed overboard (while hoisting the masthead light), March 24, sea, s.s. Mandalay.
- Lees, C. W., 29, 2nd mate, Liverpool, vessel lost by collision, March 17, Gibraltar Bay, s.s. Utopia.
- Leggett, Edwd., 20, O.S., Sunderland, vessel missing since March 4, English Channel, Light of the Age.
- Lemon, George, 49, 1st mate, Appledore, fever and inflammation, Feb. 9, sea, Severn.
- Lester, E. S. R., 29, 1st engineer, Liverpool, vessel missing since Nov. 27, s.s. Thanemore.
- Lester, Henry, 23, 2nd mate, English, accidentally drowned, Jan. 14, s.s. Tasmania.
- Lewis, J. W., 22, 2nd engineer, Newport, Mon., vessel sunk by collision, March 13, English Channel, Roxburgh Castle.
- Lindsay, W., 21, A.B., Jersey, vessel lost, March 9, Start Point, Dryad.
- Lomack, L-mil, cattleman, vessel missing since Nov. 27, Thanemore.
- Lucas, James, master, Minehead, Somerset, vessel missing since March 9, Carry Winch.
- Lucock, James F., 37, skipper, Plymouth, vessel missing since March 8, English Channel, Mary Jane.
- McColl, John, 33, 2nd engineer, Glasgow, vessel lost by collision, March 17, Gibraltar Bay, Utopia.
- McCubbin, Alexander, 17, apprentice, Liverpool, vessel stranded since Aug. 6, sea, Malaysia.
- McCulloch, J. W., 34, steward, Carlingford, vessel lost, Feb. 5, English Channel, Chiswick.
- McDougal, Archibald, cattleman, Ireland, vessel missing since Nov. 27, Thanemore.
- McGarry, Charles Henry, 19, apprentice, Buttevant, vessel lost, March 9, Start Point, Dryad.
- McGuirk, T., 26, A.B., vessel missing since Aug. 6, Malaysia.
- McGuinn, James, 37, fireman, Belfast, drowned (fell into the water between two ships) April 12, Messina, Powhatan.
- McLaren, John, 34, sailmaker, Glasgow, vessel missing since Aug. 6, Malaysia.
- McLeod, Don., 23, O.S., Stornoway, May 21, 1890, Albuera.
- McQuillan, Wm., 27, cook, Liverpool, April 18, Danube, Carn Brea.
- McTier, R., 25, A.B., vessel lost, March 10, off Falmouth, Bay of Panama.
- MacDowell, Joseph B., 60, A.B., Scotland, pernicious anemia, March 5, S.D. and E.C. Hospital, Plymouth, *Almora*, dis. Feb. 13.
- Macnamara, John, 52, A.B., Irish, unknown, supposed drowned, missing, June 23, 11.30 p.m., Melbourne, Fascadeale.
- Macpherson, R., 35, A.B., Dundee, accidental death, March 17, Hospital, Colombo, Port Augusta.
- Maher, Michael, 43, chief engineer, Dublin, double pneumonia, Feb. 20, Glenmorven.
- Mairs, Frederick, acute myelitis, March 20, Lady Strangford Hospital, Port Said, Benwick.
- Maley, John, 44, A.B., New York, vessel sunk by collision, March 13, English Channel, Roxburgh Castle.
- Mallett Richard, 17, O.S., Looe, vessel missing since Nov. 5, Bristol Channel, Vine.
- Mandaloff, Benjamin, 45, cook, America, heart disease, Oct. 26, sea, Morna.
- Manstein, Max, 44, steward, Germany, accident (disappeared), April 4, English Channel, St. Andrew.
- Marsden, William, 31, carpenter and seaman, Manchester, dysentery, Feb. 13, John Johnson.
- Martin, Henry, 23, A.B., Guernsey, March 7, off Cape Trafalgar, Lord Eslington.
- Maudsley, E., 19, O.S., Southport, accident (fell to the deck while reeving the foretop sail), Aug. 23, South Atlantic, Afghanistan.

- May, W. H., 29, trimmer, Plymouth, supposed drowned, vessel missing since Nov. 27, sea, Thanemore.
- Mayhead, Robert, 48, A.B., Chichester, falling from aloft (missed his footing on coming down from mizzen topsail), Aug. 21, 1.15 p.m., sea, Arklow.
- Meer, H. v. d., 23, A.B., Holland, yellow fever, March 14, Phenix.
- Meyer, Peter, —, A.B., supposed drowning, vessel missing since Nov. 27, sea, Thanemore.
- Miller, Alfred, 19, O.S., British, exhaustion, through exposure to the weather, March 12, Falmouth, I. A. Jackson.
- Miller, James Henry, 19, apprentice, Manchester, supposed drowned, vessel missing since Aug. 6, sea, Malaysia.
- Mills, William Scott, 27, 4th officer, Rochdale, drowned, Dec. 28, Hooghly River, Calcutta, Arratoon Apar.
- Mineham, Thomas, —, boy (first ship), Plymouth, Devon, supposed drowned, vessel missing since Nov. 5, Bristol Channel, Vine.
- Mitchell, J., 29, A.B., Fraserburgh, supposed drowned, vessel lost March 9, Start Point, Marana.
- Mitchell, James, 39, sailmaker, Macduff, drowned, vessel lost, total stranding, Mar. 10, off Falmouth, Bay of Panama.
- Moore, Walter, 25, carpenter, Essex, supposed drowned, vessel lost, total stranding, March 9, Start Point, Marana.
- Moore, Henry, 44, cook, Dublin, supposed drowning, vessel missing since Oct. 13, sea, Marianne Greaves.
- Morten, James H., 25, 2nd mate, Derbyshire, vessel missing since Aug. 6, Malaysia.
- Morrison, Archibald, 21, A.B., Harris, malarial fever, Feb. 16, sea, City of Edinburgh.
- Morrison, John, 47, boatswain, Inverness, vessel missing since Aug. 6, Malaysia.
- Morrison, Peter, 27, cook, Glasgow, vessel lost by collision, March 17, Gibraltar, Utopia.
- Morrow, R., 30, boatswain, vessel lost, March 10, off Falmouth, Bay of Panama.
- Morris, Frederick, 24, A.B., Plymouth, vessel missing since March 9, Bristol Channel, London.
- Muir, William, 30, fireman and trimmer, London, vessel lost, March 9, Start Point, Marana.
- Muirhead, Peter, 34, fireman, Coupar Angus, missing (supposed to have slipped from ice-covered quay and drowned), since March 30, Stettin, Auckland.
- Mulligan, Michael, 23, A.B., Carlingford, suffocation (from fumes of fire in an iron bucket in fore-castle), March 31, 1890, Glasgow, Stentor.
- Mullins, John, 48, boatswain, Norfolk, pneumonia, Dec. 24, sea, Lusitania.
- Munro, Charles, 53, donkeyman, Glasgow, bronchitis, March 23, at sea, Hindoo.
- Murphy, W. S., 44, master rigger, British, knocked overboard whilst heaving in cable, March 19, Bristol Channel, Queen Victoria.
- Murchison, Angus, master, drowned (vessel stranded), Dec. 31, St. Mary's Bay, N.F.L., Lantana.
- Nelson, Chas., 23, A.B., Mandel, consumption, June 25, sea, Kentmere.
- Nevitt, Wm., —, cattleman foreman, Ireland, vessel missing since Nov. 27, Thanemore.
- Newton, John J., 35, mate, Boston, unknown; supposed consumption, April 17, Hull, Romeo, dis. sick April 16.
- Nielson, A., 50, fireman and trimmer, Sweden, vessel lost, March 9, Start Point, Marana.
- Nixon, Robt. John, 34, master, London, disease of the spine, Feb. 19, sea, Ruth Waldron.
- O'Brien, Patrick, 22, A.B., Whitegate, co. Cork, vessel missing since March 9, Boadicea.
- Oestreich, F., 20, O.S., Hamburg, fell overboard from aloft (while stowing foretopgallant sail) March 29, five miles from Dungeness, Dunsinane.
- Oliver, Wilson, 55, cook and A.B., Sunderland, vessel missing since March 4, English Channel, Light of the Age.
- Olsen, E., 45, stewardess, Weymouth, yellow fever, March 28, sea, Trent.
- Orford, W. J., 22, 2nd mate, Leicestershire, vessel lost, March 9, Start Point, Dryad.
- Osmundsen, Lars, 22, typhoid fever, Dec. 12, *Glen Calada*.
- Oswald, Andrew, 35, master, Fifeshire, March 31, sea, Diamond.
- Owens, David, —, found drowned, April 23, Amsterdam, Baines Hawkins.
- Owens, Thos., 38, mate, Fishguard, killed by bag of cement falling on him, April 17, Douglas, Mary Elizabeth.
- Owens, Thomas, 43, A.B., Anglesea, exposure, vessel foundered, March 4, off Trevese Head, Crusader.
- Pattison, George, 45, steward, Dover, vessel lost, March 9, Start Point, Dryad.
- Paulsen, M., 21, A.B., Christiania, fever (typhoid or remittent) Dec. 9, sea, Kistna.
- Pedersen, O. N., 22, A.B., Denmark, vessel missing since Aug. 6, Malaysia.
- Petersen, A., 21, A.B., Copenhagen, vessel lost, March 9, Start Point, Dryad.
- Pettersen, G. C., 28, A.B., Laurvig, vessel lost, March 9, Start Point, Dryad.
- Petteson, F. or J., 34, boatswain, Bergen, vessel sunk by collision, March 13, English Channel, Roxburgh Castle.
- Phillips, James, 42, master, Cheshire, ? kidney disease, Feb. 27, 1890, sea, Mary Jamieson.
- Piel or Piehl, Franz, 46, A.B., Hamburg, Jan. 3, London, *Buteshire*, dis. Dec. 26 at Liverpool.
- Poate, Richard James, 17, O.S., British, drowning (fell off bowsprit while stowing jib), March 27, North Sea, Lady Flora Hastings.
- Poole, James, 34, skipper, St. Pancras, Kent, inflammation of lungs, April 3, Hull, *City of Manchester*, dis. March 21.
- Pope, Wm., 42, mate, British, drowning, April 17, Heather Bell.
- Porter, J., 32, fireman, Bristol, inflammation of lungs, March 4, Calcutta, River Indus.
- Power, John, 45, donkeyman, Bristol, dropsy, April 8, Civil Hospital, Gibraltar, Amber.
- Preston, Francis, 30, cook, vessel missing since Aug. 6, Malaysia.
- Prideaux, Thos., 23, A.B., Port Isaac, Cornwall, vessel missing since March 9, English Channel, Lizzie Mary.
- Prior, Reuben, 40, mate, Kew, Cornwall, vessel missing since March 8, off Land's End, Comet.
- Pritchard, Henry, 35, A.B., Nassau, N.P., vessel missing, since Aug. 6, sea, Malaysia.
- Price, J., 25, 1st engineer, Cardiff, vessel sunk by collision, March 13, English Channel, Roxburgh Castle.
- Quirk, James, 43, Carlisle, Hankow.
- Raberg, J., 24, A.B., Swedish, consumption, Sept. 18, sea, Chili.
- Ralster, F., 19, A.B., Glasgow, vessel missing since Nov. 27, Thanemore.
- Ramsay, William, 19, O.S., Glasgow, vessel missing since Oct. 13, Marianne Greaves.
- Randall, Edward, 51, master, Liverpool, had been ailing from Jan. 16, Feb. 8, Per Ardua.
- Rasmussen, Edwd., 32, fireman and trimmer, Sweden, exposure (vessel lost), Mar. 9, Start Point, Marana.
- Reeves, Chas., 19, 2nd steward, London, vessel missing since Nov. 27, Thanemore.
- Rennie, John, 35, boatswain, Isle of Man, vessel missing since Oct. 13, Marianne Greaves.
- Rigg, B., 44, mate, Whitehaven, vessel missing since Aug. 6, Malaysia.
- Riley, Eleazar, 28, A.B., Barbadoes, vessel missing since Aug. 6, Malaysia.
- Ritchie, Robert, 49, fisherman, Cellardyke, supposed to have fallen overboard when asleep, being alone in the boat, which stranded, April 22, Firth of Forth, Pioneer.
- Robason, Robert Henry, 19, apprentice, Sunderland, vessel lost by collision, Feb. 20, North Sea, Queen.
- Robertson, Duncan, 35, A.B., Perth, fall when returning on board from another ship, Feb. 16, Port Augusta, Airlie.
- Robinson, Arthur, 18, apprentice, Leeds, vessel missing since Aug. 6, Malaysia.
- Robinson, William Joseph, 18, apprentice, Manchester, vessel missing since Aug. 6, Malaysia.
- Ross, John, blood poisoning, March 13, hospital, Alexandria, Fabian.
- Row, Edgar, 23, 2nd hand, Plymouth, vessel missing since March 8, English Channel, Mary Jane.
- Rowden, Edmund Henry, 26, 3rd hand, Whitstable, drowned (collision), March 29, North Sea, Emerald.
- Rowe, Charles (P.), 36, A.B., Weymouth, Jan. 30, sea, *Collingrove* (dis. Sept. 6, 1891, Adelaide).
- Runsburg, R., 23, A.B., Olasund, vessel lost, March 9, Start Point, Dryad.
- Russell, Chas., 19, seaman, Dublin, fell from aloft overboard, Oct. 15, sea, Columbus.
- Ryan, John, 55, A.B., Londonderry, fell down hold when putting on hatches, March 22, Hospital, Londonderry, Blanche.
- Savage, Wm., 21, A.B., Co. Down, drowning (fell from a stage while painting ship's side), March 26, Halifax, N.S., Amaranthia.
- Sbroser or Mooser, Philip, 45, A.B., Rotterdam, vessel lost, Feb. 5, English Channel, Chiswick.
- Scantlebury, Josh., 23, A.B., Barbadoes, small-pox, Aug. 4, sea, Royal Alice.
- Schoffel, C., fireman, vessel lost through collision, March 17, Gibraltar Bay, Utopia.
- Schrider or Schroder, August H., 25, O.S., Enighloh, Germany, fever, Feb. 10, sea, Severn.
- Skins, John, 61, cooper and B.S., Peterhead, dashed by heavy sea against windlass and killed, Feb. 9, sea, Polynia.
- Scully, Patrick, 28, fireman, Kingstown, yellow fever (supposed), March 21, sea, Dryden.
- Shcock, Chas., 19, 2nd cook, London, vessel missing since Nov. 27, Thanemore.
- Silur, Antone, 30, steward, Lisbon, vessel missing since Aug. 6, Malaysia.
- Small, Saml., 47, 2nd engineer, Ayr, typhoid fever, March 7, sea, Pascal.
- Smith, Charles, 24, 1st mate, Cornwall, vessel lost, Feb. 5, English Channel, Chiswick.
- Smith, Daniel E., 47, carpenter, Liverpool, vessel missing since Nov. 27, Thanemore.
- Smith, Frank Marsdin, 16, apprentice, Hull, vessel lost March 9, Start Point, Dryad.
- Smith, George, cattleman, vessel missing since Nov. 27, Thanemore.
- Smith, George, 22, fisherman, Lowestoft, drowned (boat swamped by sea), April 7, off Lowestoft, Early and Late.
- Smith, George, 32, master, Penzance, vessel missing since March 8, near Scilly, Prima Donna.
- Smith, Henry, 20, O.S., Liverpool, vessel lost, March 10, off Falmouth, Bay of Panama.
- Smith, John, 39, boatswain, Essex, vessel lost, March 9, Start Point, Marana.
- Smith, John, 25, fisherman, Lowestoft, drowned (boat swamped by sea), April 7, off Lowestoft, Early and Late.
- Smith, John, 24, A.B., fever, about Nov. 23, Bay of Bengal, Bay of Panama.
- Smith, John Martin, 38, A.B., Bristol, missing (supposed fallen overboard and drowaed), March 19, Black Sea, Elpis.
- Smith, Robert, 46, 3rd hand, English, drowned (shipped a sea which caused vessel to lurch), March 27, 45 miles from St. Ann's Head, Young Alfred.
- Smaddon, Paul (alias John Brantte), 36, boatswain, Scotch, killed by falling off railway train, Jan. 25, Lyttelton, N.Z., Albuera.
- Snow, Wm., 19, O.S., Sunderland, vessel missing since March 4, English Channel, Light of the Age.
- Soady, John, 27, A.B., Looe, Cornwall, vessel missing since Nov. 5, Bristol Channel, Vice.
- Sorensen, Christian, 35, cook, Denmark, heart disease, March 18, Smeaton Lower.
- Southcott, George Henry Matthews, 43, master; Ipswich, Feb. 14, sea, British Isles.
- Sparks, William H., 45, mate, Devonshire, vessel missing since Oct. 13, Marianne Greaves.
- Steel, Robt., 45, A.B., Belfast, killed by the winch handle striking him on head, Oct. 10, Pisagua Talca.
- Steel, T., 45, A.B., London, vessel missing since Nov. 27, Thanemore.
- Stewart, A., 53, A.B., Inverness, vessel missing since Nov. 27, Thanemore.
- Stenborn, C., 23, donkeyman, Sweden, vessel lost, March 9, Start Point, Marana.
- Stoessel, F., 22, A.B., Liverpool, vessel missing since Nov. 27, Thanemore.
- Strout, Thomas, 44, mate, Boscastle, drowned (vessel stranded), March 9, Goodwin Sands, Zingra.
- Strout, James, 16, boy (first ship), Port Isaac, drowned (vessel stranded), March 9, Goodwin Sands, Zingra.
- Stubbs, E., 23, A.B., Hants, drowned (returning to ship from shore), April 5, Nordenham, Monte Rosa.
- Sullivan, Jeremiah, 30, fireman, Cork, vessel sunk by collision, March 13, English Channel, Roxburgh Castle.
- Sullivan, T., 25, greaser, London, vessel missing since Nov. 27, Thanemore.
- Sundhom, K., A.B., vessel lost by collision, Feb. 20, North Sea, Queen.
- Swane, P., 22, A.B., Copenhagen, vessel lost, March 9, Start Point, Dryad.
- Swanwick, T. P., 32, chief steward, Manchester, heart disease and dropsy, April 2, sea, Ifafa.
- Sweet, John, 21, A.B., Port Isaac, vessel stranded, March 9, Goodwin Sands, Zingra.
- Tait, Robert Peter, 30, 2nd mate, Moffat, Dumfries, drowning (boat capsized while assisting vessel), March 20, Saigon, Abyssinia.
- Tate, James, 41, fireman, County Down, April 14, off Cable Island, Teutonic.
- Taylor, Charles, 32, donkeyman, Hull, drowned in attempting to land from stranded vessel, March 9, Portloe, Cornwall, Dundela.
- Taylor, John, —, cattleman, Baltimore, vessel missing since Nov. 27, Thanemore.
- Taylor, Richard, 46, master, Plymouth, vessel missing since March 9, British Channel, London.
- Tennyson, Richard Alfred, 31, mate, vessel missing since March 9, Carry Winch.
- Thomas, Hugh, —, O.S., pneumonia (body landed at Brixham, April 18), April —, Portia.
- Thomas, William, 46, master, Pembroke, vessel lost March 9, Start Point, Dryad.
- Todd, T., 60, steward, vessel lost March 10, off Falmouth, Bay of Panama.

Thomson, David, 27, 3rd engineer, Dysart, vessel lost by collision, March 17, Gibraltar Bay, Utopia.

Toullic, Peter, 34, A.B., French, dysentery, Jan. 7, sea, Cardigan,shire.

Trotman, James E., 19, A.B., Barbadoes, vessel missing since Aug. 6, Malaysia.

Turner, Thomas Hambly, 20, A.B. Looe, vessel missing since Nov. 5, Bristol Channel, Vine.

Tuts, Gustave, 31, steward, Belgian, supposed heart disease (vessel encountered a heavy gale on night of March 9, and was on her beam ends. Steward was found unconscious next morning on lee side of deck with no visible injury upon him, and he subsequently died), Mar. 10, Irish Channel, Yosemite.

Unknown (six), vessel missing since Nov. 28, Edmund.

Unknown (seven), vessel stranded, Dec. 31, St. Mary's Bay, N.F.L., Lantana.

Unknown (five), vessel missing since Dec. 7, Leonora B. Winter.

Vasey, Christopher, 64, master, Sunderland, vessel missing since March 4, English Channel, Light of the Age.

Vicman, August. See Wickman, August.

Wallace, Arthur, 18, Malta, fall from aloft, Dec. 17, sea, Doon.

Walsh, T., 52, greaser, London, vessel missing since Nov. 27, sea, Thanemore.

Watt, John, 26, 3rd engineer, Glasgow, Bright's disease, Feb. 19, Beshire, Nithsdale, dis. Feb. 17.

Watt, W., 36, quartermaster, Glasgow, drowned, March 14, Calcutta, Clan Matheson.

Watson, James, 27, 3rd engineer, Liverpool, vessel lost, March 9, Start Point, Marana.

Wayman, J. G., 19, A.B., Sunderland, vessel missing since March 4, English Channel, Light of the Ave.

Weatherall, Richd., 64, seaman, York, fell into river, March 29, hospital, Dublin, Kildare.

Webb, W., 20, A.B., South Shields, vessel missing since Nov. 27, Thanemore.

Webster, Jas., —, cattleman, vessel missing since Nov. 27, Thanemore.

Weston, James M., 19, O.S., Liverpool, vessel lost, March 10, off Falmouth, Bay of Panama.

Wicks, Thomas, O.S., British, fell overboard from foreyard, Oct. 13, Buenos Ayres, Dr. Mezger.

Wiebens, Johann, 25, 2nd hand, Tatin, Slesvig, Germany, washed overboard, March 30, 75 miles E.N.E. of Spurn, William Bruce.

Wilson, W., 31, cook, Edinburgh, vessel lost, March 9, Start Point, Marana.

Williams, William, 39, master, Carnarvon, vessel missing, since Oct. 13, Marianne Greaves.

Williams, James, cattleman, New York, vessel missing, since Nov. 27, Thanemore.

Williams, Thomas, 22, 1st mate, Llanelly, retention of urine, Dec. 26, sea, Doon.

Wills, Anthony, 51, master, Coadsgreen, near Launceston, vessel lost, March 12, off Seven Stones, Alberta.

Winstanley, Charles, 19, assistant steward, Brixham, vessel sunk by collision, March 13, English Channel, Roxburgh Castle.

Winter, Gabriel, master, vessel missing since Dec. 7, North Atlantic, Leonora B. Winter.

Winter, James, 46, 1st engineer, Forfar, vessel lost, March 9, Start Point, Marana.

Wolpert, Ch., trimmer, vessel missing since Nov. 27, Thanemore.

Wolson, Frank, 27, A.B., Norway, vessel missing since Oct. 13, Marianne Greaves.

Wright, David, 46, master, Renfrew, vessel lost, March 10, off Falmouth, Bay of Panama.

Yensen or Jensen, Erling, 31, sailmaker, Farsold, Norway, fell from aloft and drowned (upper topsail yard), April 7, off Small Cumbræ, Firth of Clyde, Choice.

Young, Robert, 30, Newcastle, drowned, Nov. 20, sea, Corona.

Young, J. H., 26, A.B., missing vessel missing since Aug. 6, Malaysia.

Young, Wm., fireman, vessel missing since Nov. 27, Thanemore.

Zander, B., 32, A.B., vessel lost, March 10, off Falmouth, Bay of Panama.

Zealey, John, 32, fireman, London, vessel missing since Nov. 27, Thanemore.

HOMeward BOUND.

The following have been reported as homeward bound since our last issue:—

Asia s at Marseilles May 17, for Liverpool

Ambriz s left Las Palmas May 18, for Liverpool

Aston Hall s left Suez May 23, for Liverpool

Andean s left New Orleans May 17, for Liverpool

Australasian s left Cape Town May 21, for London

Austral s left Colombo May 22, for London

Achilles s left Singapore May 8, for London

Aretas left St. Lucia May 5, for London

Antilles s left St. Kitts May 22, for London

Arabia s left Calcutta May 23, for London

Atlas left Holzach, Mex., April 7, for Falmouth

Anchoria s left New York May 18, for Clyde

Assyrian s left New York May 21, for Clyde

Arracan s left Suez May 21, for U.K.

Assel clrd at Talcahuano March 19, for U.K.

Arvilla left Mobile May 23, for U.K.

Australia s left New York May 16, for Avonmouth

Athenian s left Cape Town May 14, for Southampton

Brandenberg s left Maranh May 17, for Liverpool

Bramham left Bombay May 17, for Liverpool

Breconshire s left Singapore May 18, for London

Britannia s left King George Sound May 16, for London

Bayley s left Napier, NZ, April 17, for London

Borderer s left Boston May 24, for London

Bertie Mills left Rio Grande April 13, for Falmouth

Bauta left Buenos Ayres April 13, for Falmouth

Belle Flower left Savannah May 22, for U.K.

Bristow left Belize May 12, for Goole

Brooklyn City s left New York May 15, for Swansea

Caribbean s left New Orleans May 7, for Liverpool

City of Berlin s left New York May 20, for Liverpool

Cragside s left Norfolk May 17, for Liverpool

Carthagenian s left Baltimore May 20, for Liverpool

City of Perth s left Bombay May 22, for Liverpool

Calabar s left Sierra Leone May 24, for Liverpool

Ching Wo s left Suez May 23, for London

Clan Macarthur s left Malta May 17, for London

Clan Forbes s left Malta May 21, for London

City of Oxford s left Malta May 17, for London

Chollerton s left Suez May 23, for London

City of Calcutta s left Malta May 21, for London

Clan Macpherson s left Aden May 21, for London

Clan Stuart s left Aden May 17, for London

City of Venice s left Colombo May 21, for London

Clyde s left Colombo May 13, for London

Chusan s left Aden May 21, for London

Clan Drummond s left Suez May 23, for London

Churchstow left Madagascar March 25, for London

Clan Sinclair s left Calcutta May 22, for London

Clan Ranald s left Madras May 21, for London

Cyclops s left Singapore May 13, for London

Cheribon s left Perim May 20, for Glasgow

Charles Napier, Bray, left Rio Grande May 7, for Channel

Cremon s left New York May 18, for U.K.

Conductor s left New York May 18, for U.K.

Chalgrove clrd at Bull River May 8, for U.K.

Cruiser left Pensacola May 23, for U.K.

Charles Tottie left Salt River April 12, for Bowling

Congo s left Malta May 21, for Hull

Chittavong s left Malta May 19, for Hull

Colorado s left New York May 18, for Hull

Castlehill s left Port Royal May 20, for Ipswich

Dawpool left San Francisco May 16, for Liverpool

Dardanus s left Perim May 22, for London

Donne Castle s left Las Palmas May 21, for London

Dunholm left St. Vincent May 7, for London

Dunottar Castle s left Cape Town May 30, for Ldn

Duke of Buckingham s left New, May 24, for Ldn

Deramore s left Perim May 17, for U.K.

Don s left Barbadoes May 23, for Plymouth

Dane s left New York May 14, for Southampton

Ethiopia s left Tarifa May 20, for London

Earl Derby left Tacoma May 22, for Queenstown

Europa clrd at Pensacola May 11, for Aberdeen

Entella s left New York May 19, for U.K.

Elmfield s left Galveston May 23, for U.K.

Eugene and Eugene left Luzon May 11, for Cardiff

Eider s left New York May 16, for Southampton

Figari left St. John, N.B., May 4, for Liverpool

Foxhall s left New Orleans May 7, for Liverpool

Finland left Savannah May 15, for U.K.

Gulf of Suez s left Bahia May 19, for Liverpool

Gaboon s left Accra May 19, for Liverpool

Governor s left New Orleans May 17, for Liverpool

Gulf of Florida s left Guayaquil May 20, for L'pool

Gulf of Venice s left Carveira May 20, for London

Glenfalloch s at Marseilles May 19, for London

Glaucus s left Gibraltar May 19, for London

Greece s left New York May 18, for London

Godalming s left Baltimore May 21, for London

Guido s left West Point, Va., May 18, for U.K.

Galileo s left Monte Video May 20, for Southampton

Highland Chief s left Ensenada May 9, for L'pool

Hildegard s left La Plata May 14, for Liverpool

Heliades s left River Plate May 20, for Liverpool

Harriet clrd at Demerara April 23, for Liverpool

Hampshire s left Suez May 17, for London

Hubbuck s left Suez May 15, for London

Hector s left Suez May 23, for London

Holt Hill left Calcutta April 23, for Dundee

Hudson left Lyttelton May 16, for Channel

India s left Port Said May 20, for London

Illovo s left Natal May 15, for London

India left Buenos Ayres April 12, for Falmouth

Ida B clrd at Halifax May 11, for Glasgow

Imatra left Bermuda May 7, for Sunderland

Jelunga s left Aden May 19, for London

James Stafford left New York May 18, for U.K.

Jupiter left Savannah May 20, for U.K.

Kansas s left Boston May 19, for Liverpool

Karamania s left Suez May 17, for London

Kinlock s left Cebu May 21, for London

Kafir Chief left Campeachy April 9, for Falmouth

Lagos s left Grand Canary May 19, for Liverpool

Lanark s left Suez May 23, for Liverpool

Lauderdale s left Aden May 17, for Liverpool

Lanfranco s left Para May 18, for Liverpool

Lake Nepigon s left Quebec May 20, for Liverpool

Linda Park left Vera Cruz April 16, for Liverpool

Liverpool left Melbourne Mar 23, for London

Legislator s left Port Said May 19, for London

Lydon Monarch s left New York May 18, for London

Lady Cairns left San Francisco May 1, for Q'town

Leny s left Bombay May 20, for U.K.

Lord Warwick s left Newport News May 19, for Cardiff

Manin s left Newport News May 17, for Liverpool

Majestic s left New York May 20, for Liverpool

Matabele s left Madeira May 19, for London

Mirzapore s left Gibraltar May 22, for London

Mira s left Suez May 17, for London

Manora s left Colombo May 16, for London

Maroon s left Jamaica May 7, for London

Milanes s left Boston May 17, for London

Moyune s left Hankow May 24, for London

Mark Twain clrd at Rosario April 14, for Falmouth

Manitoba s left Philadelphia May 22, for Clyde

Mary Frost left Laguna May 9, for Channel

Marseille left Corinto April 2, for Channel

Montrosa left Talcahuano April 2, for Channel

Minister Maybach s left New York May 13, for U.K.

Main s left New Orleans May 15, for U.K.

Mondego s left Miramichi May 22, for U.K.

Mississippi s left Baltimore May 22, for Swansea

Nomadic s left New York May 17, for Liverpool

Northern Empire left Baltimore May 18, for U.K.

Nairnshire left Tokio May —, for Bowling

Oil Rivers s left Lagos May 19, for Liverpool

Ohio s left Philadelphia May 20, for Liverpool

Orion s left Calcutta May 23, for London

Orotava s left Gibraltar May 23, for London

Oruba s left Adelaide May 20, for London

Orestes s left Penang May 21, for London

Ontario s left Quebec May 20, for Avonmouth

Potosi s left Valparaiso May 13, for Liverpool

Pavonia s left Boston May 16, for Liverpool

Potaro s left Demerara May 16, for Liverpool

Parisian s left Quebec May 22, for Liverpool

Port Pirie s left Cape Town May 12, for London

Pelican s left Malta May 21, for London

Plassey s left Suez May 14, for London

Prometheus s left Suez May 15, for London

Parramatta s left Aden May 21, for London

Peninsular s left Port Said May 19, for London

Pongola s left Natal May 20, for London

Principe di Napoli left Philadelphia May 18, for U.K.

Predano s left Newport News May 21, for U.K.

Panama s left New York May 21, for U.K.

Pickhuben s left Montreal May 17, for Avonmouth

Peebleshire left Tokio May —, for Bowling

Queensmore s left Baltimore May 21, for London

Roquette s left Lagos May 16, for Liverpool

River Thames left Ascension April 12, for London

Ruapehu s left Lyttelton May 16, for London

Ruthin left Timaru April 2, for London

Rubens s left Manila, May 21, for London

Reinhard left Rio Grande April 13, for Falmouth

Robinia s left Baltimore May 15, for Glasgow

Rockhurst clrd at Melbourne March 26, for Channel

Rajah to leave Iquique May 20, for Channel

Ramona left Rosario May 18, for U.K.

Regia left Savannah May 22, for U.K.

Rudolph Joseph left New York May 23, for U.K.

Statesman s left New Orleans May 17, for Liverpool

Sarnia s passed Father Point May 22, for Liverpool

St. Romans s left New York May 24, for Liverpool

Scythia s left Boston May 23, for Liverpool

Sierra Pedrosa left St. Helena May —, for London

Siegmund s left Aden May 19, for London

Sobran s left Calcutta May 23, for London

Seabreeze left Milk River

Sorrento s left New York May 18, for U K
Seaforth left Astoria May 7, for U K
Titan s left Perim May 20, for London
Taroba s left Cooktown May 20, for London
The Frederick left Port Broughton April 7, for
Channel
Tagus s left Lisbon May 22, for Southampton
Trave s left New York May 19, for Southampton
Una clrd at Rosario April 11, for Falmouth
Urbino s left Suez May 10, for Hull
Venetian s left Boston May 20, for Liverpool
Werneth Hall s left Bombay May 23, for L'pool
Warwick Castle s left Cape Town May 20, for
London
Wild Rose, Walter, clrd at Trinidad April 29, for
London
Waldensian s left Philadelphia May 12, for Clyde
Weardale s left Norfolk, Va, May 21, for U K
Zarate s left Porto Praya May 16, for Liverpool

SHIPS SPOKEN.

Alice, barque, Bowling, Baltimore to Rio Janeiro,
May 12, 36 N, 57 W.
Aronmore, s, of Liverpool, steering west, May 17,
8 W.
Aristides, ship, of Aberdeen, all well, May 20, 47 N,
6 W.
Ambassador, British barque, New York to Adelaide,
April 10, lat. 41, long. 31.
"Allesand," steering south, April 21, 18 S, 35 W.
Argomene, of Liverpool, May 4, 15 N, 26 W.
Anne Main, steering south, May 13, 12 N, 27 W.
Arthur, schooner, of London, Goole to Gibraltar,
May 22, 47 N, 7 W.
Avoca, English ship, steering south, May 7, 2 S,
28 W.
British Empire, British ship, San Francisco for
Hayre, April 20, 6 N, 119 W.
Balmbe, of London, Chili to Ardrossan, April 14,
21 S, 24 W.
Brier Holme, London to Adelaide, April 4, 28 S,
30 W.
Bianca, Liverpool to Rangoon, April 17, 38 S,
31 W.
Blair Athol's, ship, Cardiff to Esquimalt, all well,
April 9, 2 N, 24 W.
Clarence S. Bement, ship, New York to San Francisco,
May 4, lat. 36, long. 39.
Cambrien, yacht, 34 N, 16 W.
Cosmopolitan, barque, steering south, May 19, 37 N,
12 W.
Carradale, four-mast ship, steering SW, May 20,
46 N, 9 W.
Cosmopolitan, barque, steering south, May 19, 39
(not 37 as previously reported) N, 12 W.
Cutty Sark, steering south, May 14, 15 N, 26 W.
Crusader, of London, April 1, 2 N, 24 W.
Comus, May 9, 13 N, 26 W.
Clan McLeod, New York to Otago 10 days,
April 28, 31 N, 39 W.
Concordia, May 24, off Sicily.
County of Flint, English barque, London to Sydney,
April 9, 1 N, 27 W.
Douglas Castle, barque, Cape of Good Hope to
Swansea, all well, May 16, 49 N, 27 W.
Dunfermline, Rangoon for Liverpool, April 27, 6 N,
89 E.
Dalmazia, Savannah to Odessa, May 1, near Marit-
timo.
Drumcliff, four-masted ship, steering SW, May 24,
49 N, 9 W.
Dillhur, May 20, 46 N, 13 W.
Euterpe, steering west, May 22, 46 N, 10 W.
Erna Woermann, s, bound north, May 17, 12 N,
174 W.
Fifeshire, s, from Glasgow, bound south, May 17,
18 N, 17 W.
Flintshire, May 25, off St. Catherine's Point.
Gilcrux, Philadelphia to Spain (? Hiogo), April 5,
on the Line, 27 W.
Garth Castle, s, London to the Cape, May 16, 14 N,
18 W.
Glenbervie, of Glasgow, Adelaide to Queenstown,
May 8, 30 N, 43 W.
Halcione, of Southampton, steering SW, May 23,
23 N, 8 W.
Itata, barque, steering south, May 9, 10 N, 26 W.
Isle of Anglesa, British barque, steering west,
May 20, 50 N, 5 W.
Ivanhoe, barque, Melbourne to London, April 3,
44 S, 38 W.
Inca, barque, Tvedestrand, Bahia to Lillesand,
May 2, 6 S, 33 W.
Jessie Stowe, barque, of Liverpool, heading SW,
May 23, in the Channel.
Jennie Cushman, barque, Titcomb, Boston to Goree,
May 7, 37 N, 59 W.
Kate F. Troop, barque, London to New York,
May 16, 47 N, 28 W.

Killeen, ship, of Liverpool, Liverpool to Melbourne,
all well, May 3, 3 S, 29 W.
Lord Wolseley, April 5, 3 N, 23 W.
Lucania, April 24, 33 N, 41 W.
Luke Bruce, May 8, 17 N, 25 W.
Mary, schooner, of Greenock, steering west, 49 N,
23 W.
Marion, s, May 19, 50 N, 30 W.
Marion Lightbody, of Liverpool, British Columbia
to Dunkirk, April 2, 45 S, 41 W.
Mark Curry, British barque, steering south, May 24,
43 N, 94 W.
Northern Monarch, ship, all well, April 20, 3 N,
24 W.
Niola, of London, London to Swan River six days,
May 22, 49 N, 8 W.
Noddleburn, ship, steering south, May 23, 49 N,
10 W.
Oneida, Melbourne to London, all well, April 30, 2
N, 30 W.
Obden Bay (? Oban Bay), Port Pegasus to London,
March 26, 51 S, 52 W.
Pawney, s, Pensacola to Liverpool, May 25, 50 N,
21 W.
Rubia, barque, Sydney to Genoa, April 13, 51 S,
121 W.
River Thames, barque, steering NE, May 12, 27 N,
43 W.
Sussex, barque, of Glasgow, steering SW, April 9,
on the line, 27 W.
Scotland, British barque, London to New York, all
well, May 9, 34 N, 40 W.
Shun Lee, steering south, May 14, 14 N, 26 W.
Seaflower, May 18, 42 N, 47 W.
Varuna, barque, of Liverpool, all well, May 25,
2 p.m., 30 miles NNE of the Smalls Lighthouse.
Zwelika (? Zuleika), New Caledonia to Glasgow,
April 1, 32 S, 30 W.

SEAFARING DISASTERS.

Atlanta.—Sault Ste. Marie, Mich., May 8.—
Schooner Atlanta, Captain Knowlton, for Ashland
(coals), foundered off Sable Bank, 20 miles N.W.
of life-saving station No. 10, on Monday. Five of
the crew were drowned, and two saved.
Albany, s.—A telegram from Kobe reports
that the official inquiry exonerates both captain
and officer, and their certificates are returned.
Lloyd's surveyor proceeding to the wreck.
Alma.—An explosion took place on board the
sloop Alma, of Dundee, whilst anchored off
Birkhill. The boiler was thrown a considerable
distance into the air and fell alongside. The Alma
was seriously damaged, and was towed to Newburgh
for examination.
Eaglet.—London, May 24.—Eaglet, schooner, has
been run into at Deptford by the steamer Lady
Tennant, doing considerable damage.
Eleanore, s.—Dieppe, May 23.—The steamer
Eleanore, of Glasgow, which was sunk off here on
April 3, has to-day been lifted with her cargo and
brought close to the shore.
Invermark, schooner, of Hull, from Iceland, in
ballast, for Amble, drove ashore near Packet Rock,
Stornoway Harbour, May 27; heavy N.E. gale.
Filled and abandoned by crew.
Lestria.—At the inquest, May 27, at Liverpool,
on Francis Woodlands, second officer of the steamer
Lestria, which was sunk in the Mersey along
with the steamer Mersey, after collision, the
captains of both vessels gave evidence regarding
their positions and the lights they were showing
just before the collision, in which six lives were
lost. The coroner said another Court would
determine how two steamers, which saw each
other half a mile distant, collided on a clear night,
and suggested an open verdict, which was returned.
Marion, Harris, of Swansea, which sailed from
the Tyne for Waterford, with a cargo of coal
on Feb. 24, passed Dungeness on March 4, and
has not since been heard of, is posted as missing.
Ribble, s.—London, May 23.—According to in-
formation received from the owners of the Ribble,
s, previously reported, the steamer left Swansea at
midnight, Thursday last, with a general cargo, and
was due at Newry at noon, Saturday. According
to the report of the captain of the Clara, the
foundered vessel was about five miles off the Ark-
low Lightship, and this would give the Ribble as
being in exact position on her regular course. The
lighthouse people, however, give the steamer as
being but a quarter of a mile distant. The men on
the lighthouse tender also report that a boat was
seen near the wreck, but it was impossible to
ascertain whether anyone was on board.
Vibilia.—Baltimore (by cable received May 27).
—The British barque Vibilia, New York for Savan-
nah, stranded Virginia coast; total loss. Crew
saved.

MR. HENEAGE has received a telegram that all the
branches of the National Federation of Fishermen
of Great Britain and Ireland had signified their
approval of his Bill for giving exceptional privileges
to fishermen for recording their votes at Parliamen-
tary elections.

SUFFOCATED.—On Sunday afternoon it was dis-
covered that Hugh Irvine and James Brown,
labourers, who had been placed on board the newly-
launched barque Gerd, at Alloa, to take charge of
the ship, and to see that the ropes were slackened
when the tide ebbed, had been suffocated. The
men had retired to the cook's galley on deck, a
small air-tight compartment, and as the night was
cold they had two paraffin lamps lit and also a
small rivet fire. There was no ventilation other
than the door, and this the men had closed. On
Sunday afternoon their dead bodies were found on
the floor by the day watchman.

FOR A GIRL.—An exciting scene occurred
at Sunderland one day lately. A foreign
seaman, named Henry Johnson, suddenly rushed
out of a public-house and threw himself into the
River Wear. With considerable difficulty he was
rescued from drowning by a spectator, who
immediately procured a life-belt. Johnson stated
afterwards that he had gone to church that morn-
ing to be married, when he was astounded to see
his intended bride going through the marriage
ceremony with another man. The bride, he said,
fainted when she saw him enter the church.
Johnson, who appeared to be quite sober after
being rescued, said he would do the same again.
The police took him into custody.

A STEWARD'S CLAIM.—At West Ham Police Court
on May 25, Frederick Davison, captain of the
Radnorshire, was summoned before Mr. Bagdallay,
by John Bazley, a steward, formerly employed on
that vessel, for £27 8s. 6d., wages said to be due
from Sept. 25 to April 9 last, "and such further
sums as may accrue up to the date of hearing."
Mr. C. C. Sharman appeared on behalf of the plain-
tiff, and Mr. Young for the defendant. The defend-
ant failed to appear, he having, it was said, gone
to sea. All plaintiff's discharges were marked
"very good." The defence set up was that the
plaintiff was incompetent. The magistrate made
an order for the payment of the amount claimed,
and, by consent, for £5 as money accruing, together
with the costs of the proceedings.

LOSS OF LIFE OFF THE START.—The attention
of the committee of the National Lifeboat
Institution having been drawn to the terrible loss
of life off Start Point, despatched their deputy chief
inspector of lifeboats to the locality to ascertain
whether a lifeboat station could advantageously be
established there. After spending several days in
minutely examining every part of that dangerous
coast, and personally consulting with the coast-
guardsmen and fishermen scattered along the shore,
this officer has reported that the unanimous opinion
is that the nature of the coast, with deep water
close in, is such as to render it quite unsuited for
the working of a lifeboat, and that one should not
be placed there. There is no doubt, however, that
were the Government to establish telephonic or
telegraphic communication with the neighbouring
life-saving apparatus stations, something more
might be done to diminish the loss of life from
shipwreck in those parts.

ON Saturday the committee of the Royal
Humane Society, of which Captain A. B. Hawes
R.N., is chairman, announced the results of the
investigations of a large number of cases of saving
or attempting to save life in the Bay of Gibraltar
on the night of March 17, when the Utopia was
lost. The silver medal was awarded to Bjorkander,
A.B., of the Swedish warship Frega, and another
sailor of the same vessel named Werner. On the
occasion of the wreck the two above-named sailors
jumped overboard in the heavy sea, and notwith-
standing the great risk incurred, were instru-
mental in saving many lives. Testimonials were
also awarded to Prince Bernadotte and all the
crew of the Frega for their praiseworthy assistance.
Silver medals were also awarded to W. Seed, chief
of Police, and Corporal W. McKue, 3rd Battalion
King's Royal Rifle Corps, for being mainly instru-
mental in saving eight Italians, besides two sea-
men of Her Majesty's ship Immortalité, on the
same occasion. Bronze medals were bestowed
upon Boarding Officer W. Undery, Peter Gras
(acting coxswain), Charles Nile, John Chappory,
J. Ramazini (all A.B.'s), and S. Robba, all of the
dépot, Gibraltar, for rescuing one officer and 21
men of Her Majesty's ship Camperdown and five
Italians on the same night. Bronze medals were
also bestowed upon H. Wheeler, second mate, F.
Loosemore, A.B., James Turl, Samuel Southcott,
A.B., of the Royal Yacht Squadron's cutter Resolute,
and Mr. Reynell Pack, owner, for saving 14
Italians. In all, four silver medals, 19 bronze
ditto, and 42 testimonials were awarded.

SEAFARING MEN SHOULD JOIN WITHOUT DELAY, AT REDUCED ENTRANCE FEE, THE SAILORS' AND FIREMEN'S UNION

Great Britain, Ireland & other Nations.
Telegraphic Address: "AGITATORS, LONDON."

PRESIDENT:
SAMUEL PLIMSOLL, Esq.

Among the chief objects of this powerful Union are:—

- To obtain reasonable Hours of Duty, and maintain a fair rate of wages;
- To provide for the safety of Ship's Work;
- To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;
- To provide assistance in case of Illness, Accident, and Shipwreck; and
- To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

AARHUS.—A. Nielsen, Agent, Office, 21, Nørregade.
ÅBENHØJ.—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.
AMBLE.—G. H. Guthrie, 1, New Bridge-street, via Ackington.
AMSTERDAM.—H. Wienhuizen, Waterloo Plain, secretary.
ANTWERP.—
ÅBROGATH.—J. Wood, 17, Ferry-street, Montrose.
ARDOSSAN.—J. McMurray, Jun., 59, Glasgow-street.
ARKLOW.—P. Bolger, Main-street.
BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.
BARRY DOCK.—J. Harrison, Kingsland-crescent, Barry Dock, secretary; J. H. Jones, Esq., St. Mary-st., Cardiff, solicitor; Dr. Gore, medical officer, Barry-rd., near Mitchell Hotel, Cadoston; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.
BELFAST.—R. Price, 41, Queen-square.
BIRKENHEAD.—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Wednesday at 7.30.
BLUTH.—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.
BO'NESS.—John O. Neil, Albert-buildings. Office hours, 9 a.m. to 5 p.m.
BOSTON.—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.
BRERMERHAVEN.—F. Fintchens, Buergermeister, Sinit Strasse, secretary.
BRISTOL.—T. J. Dancy, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square, treasurer; C. Jarman, delegate. Meetings every Monday, 7.30, at The Ship, Redcliff Hill.
BURNTISLAND.—Jas. Moody, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.
CARDIFF.—John Gardner, Sailors' Union Institute, West Bute-street, secretary. Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.
COPENHAGEN.—Office, 11, Harnegade. Meeting, Wednesday, 7 p.m.
CORK.—Michael Austin, 6, Patrick-street.
CHRISTIANIA (Norway).—Branch office, 2, Raahusgaden; O. S. Nielsen, secretary. Meeting, Wednesday evening at 8 p.m.
DOVER.—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.
DROGHEDA.—Thos. McKevitt, Quay-st., Dundalk, sec. Agent in Drogheda, 15, Peter-st. (N.U.D.L. Hall). Meeting, Friday, 7.30 p.m.
DUBLIN.—M. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.
DUMBARTON.—J. McNea, Kirk-street, agent.
DUNDALK.—Thos. McKevitt, Quay-street, secretary. Meeting, Tuesday and Thursday.
DUNDEE.—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Durbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.
DUNGEVYAN.—P. Power, 5, St. Mary-street.
FLEETWOOD.—J. Davidson, S. & F. Union, corner of Dock and Albert-streets, sec.; F. Addie, Esq., solicitor. Meeting, Wednesday, 7 p.m.

GLASGOW.—J. D. Boyd, 13, James Watt-street, secretary; R. A. Rennie, Esq., 148, West Regent-street, law agent. Meeting, Thursday 7.30, at 102, Maxwell-street. Telephone 3184.
GOOLE.—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30.
GOTHENBURG.—A. Bruce, secretary, No. 31, Stigbergsgatan. Office hours, 9 to 1 and 2 to 6. Meeting every Wednesday evening at 8, in Bergsgatan 24.
GRANGEMOUTH.—Edwin Cowie, 6, South Charlotte-st., sec. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-st., solicitor. Meeting, Monday, 7 p.m.
GRAVESEND.—John Degnin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.
GRAYS.—Wm. Wall 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.
GREAT GRIMSBY.—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.
GREAT YARMOUTH.—Charles Albrough, Pier Plain, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.
GREENOCK.—G. McNaught, 16, East India Breast.
HAMBURG.—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.
HARWICH.—George Stewart, sec., Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.
HULL.—T. Carr, Unity Hall, and Office, 11, Postern-gate, sec. pro tem.; J. Hussey and A. Clark, outside delegates; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor; Rev. W. E. Welch, hon. chaplain. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. New Office opened in Hotham-st., near the Bridge, Alexander Dock, Hedon-rd. Office hours, 12 to 4. Fishermen's Section, 65, West Dock-avenue; J. Runnacles, secretary. Meeting, Monday, 2.30 p.m.
KING'S LYNN.—Wm. Bennett, Seamen's Union Offices, St. Ann-street, secretary. Meeting Monday evening, 8 p.m., at Royal Standard, County Court-road.
LEITH.—James Brown, Seamen's Union Office, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.C., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer. Meetings held every Thursday, at 7.30 p.m., in the Labour Hall, 77, Shore, Leith. Telephone No. 555.
LIMERICK.—F. Reynolds, agent, 24, Windmill-st.
LIVERPOOL (Branch No. 1).—H. R. Taunton, 8, Price-street, secretary; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.
LIVERPOOL (Branch No. 2).—T. Connarty, 133, Derby-rd., Bootle, sec.; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.
LIVERPOOL (Branch No. 3).—J. Conway, 19, Stanhope-street, South Docks.
LIVERPOOL (Branch No. 4).—P. Marmion, secretary, 12, Boundary-street, North End, close to Shipping Office. Meeting, Wednesday, 7.30.
LIVERPOOL (Tug and Ferryboat Branch).—Meeting Malakoff Hall, Cleveland-sq., Wednesday evening, 6.30. Delegate, J. Roscoe.
LONDON (Rotherhithe and Deptford Branch).—C. Wykes, 2, Chichester Villas; Lower-road, Deptford, secretary. Meeting, Monday, 7.30 p.m., at Chichester Tavern. R. Mathews, outside delegate. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
LONDON (Tidal Basin).—F. Fowler, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
LONDON (Tower Hill).—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday evening, in the office, at 8. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Telephone, 11,167.
LONDON (Green's Home Branch).—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; Dr. Hope, medical officer; T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5213.
LONDON (Tug-Boat Branch).—G. Donaldson, 10, Cold Harbour, Blackwall, secretary. Office hours, 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.
LOWESTOFT.—J. Linder, assistant sec., 4, St. George's-terrace, Lorne Park-road, South Lowestoft.
LONDONDERY.—A. O'Hea, 27, William-street.

MALMO.—Axel Danielson, Nörregation No. 3b.
MARYPORT.—F. F. Gant, Elliott-yard, Senhouse street, secretary. Meeting, Monday, 7 p.m.
METHIL.—Wm. Walker, Commercial-street.
MIDDLESBRO.—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; William Jackson, outside delegate. Meeting, Monday, 7 p.m., at Market Hotel; committee, Thursday, at 7 p.m. Telephone No. 5127.
MONTROSE.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.
NEWCASTLE-ON-TYNE.—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.
NEWPORT (Mon.).—F. Gilman, 31, Ruperra-street, secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.
NEWRY.—D. Lennon, agent, Dublin-road. T. McKevitt, Quay-street, Dundalk, secretary. Meeting, Wednesday, 2 p.m.
PETERHEAD.—A. J. Guthrie, 66, Queen-street, sec. Office hours, 8 a.m. to 8 p.m. Wednesdays 8 a.m. to 2 p.m. Saturdays urgent business only. Meeting, 60, Broad-st., first Tuesday in month at 8.
PENARTH.—J. Harrison, Kingsland-crescent, Barry Dock, secretary; J. Beattie, 26, Clive-crescent, Cogan, Penarth, delegate; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. De Vere Hunt, medical officer, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.
PLYMOUTH.—D. J. Evans, N. S. & F. U. Office, Forester's Hall, Notte-st., sec. F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meetings, Tuesday evening, 7 p.m., at the office.
PORT GLASGOW.—G. McNaught, 16, East India Breast, Greenock.
PORTSMOUTH.—W. Thorburn, 38, St. John's-road, Threatham.
ROTTERDAM (Holland).—J. R. de Vries, secretary. Office, Wester Kade, No. 2, near Sailors' Home and Shipping Office.
RUNCORN.—T. H. Thompson, Waterloo Hotel, Top Locks, agent.
SCANDINAVIAN DEPARTMENT.—Victor Backe, sec. Office, 10, Classensgade, Copenhagen.
SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.
SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-st., sec.; M. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; solicitor, R. Jacks, Esq., 72, King-st. Meeting, Monday at 7 p.m.; committee Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.
SHIELDS (North).—Wm. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.
SOUTHAMPTON.—T. Chiver Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.
STOCKTON-ON-TEES.—E. Page, sec.; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.
SUNDERLAND.—W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns, Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor. Telephone, 443.
SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st.
WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.
WATERFORD.—J. Ayton, 82, Quay.
WEST HARTLEPOOL.—J. Leahy, Russell's Buildings. Meeting, Friday, at 7 p.m., at office.
WEXFORD.—P. O. Dwyer, Main-street.
WICKLOW.—Thomas Gregory, Maip-street.
WHITBY.—Paul Stamp, agent, Fleece Inn.
WHITSTABLE.—J. Donovan, Harbour-street, secretary; J. Tookey, Faversham, agent.
WHITEHAVEN.—J. J. Gant, Maryport.
WORKINGTON.—J. J. Gant, Maryport.
YOUGHAL.—J. Collins, Braun-street.

ALL SEAFARING MEN should know THE TRUTH about the SAILORS' AND FIREMEN'S UNION VERSUS THE SHIPPING FEDERATION.

A TRUE ACCOUNT OF THE STRUGGLE.

As the "Shipping Federation" have been spreading false reports of the result of the recent struggle, the following statement of facts will be interesting to seafaring men and others. The principal cause of the dispute between the Seamen's Union and the Shipping Federation was the latter body insisting on our members paying for and signing an agreement called the Registration Ticket. As this ticket entitled the holder to membership in another Seamen's Union (a fosterling of the Shipping Federation), and a preference of employment in all their ships, it was plainly seen that the object of the Federation was to break up the power of our National Union.

The result of this was that our members in Cardiff and London refused to sign this badge of slavery, and left their ships. The Federation agents then tried every means to fill up our men's places; anything, Malay, Chinaman, or Lascar, that was able to put a mark on a ticket was given preference of employment, while British Seamen and Firemen, the backbone of our Mercantile Marine, were rejected because they would not patronise the Shipowners' Union and sail with the scrapings of every nation under the sun.

After the dispute had lasted several weeks, and the Shipping Federation found they were getting the worst of the battle, they withdrew the preference clause from their ticket. Finding this did not have the desired effect, and thinking that their little Seamen's Union was in the way, they took it out and buried it in the coffin that was intended for the National Union. Still our men held out and refused to take their ticket. The Shipping Federation then gave notice that no charge would be made for it. Finding our men would not take the ticket after all those changes had been made, the Shipping Federation then promised that the sum of £25 would be paid to the relatives of any seaman in the event of the seaman's death while in their employ, providing the seaman was in possession of one of their tickets.

It is unnecessary for me to make any further comments on the Federation Ticket. All seafaring men will, I am sure, be able to see for themselves the wonderful change that has been made in the clauses, and for this purpose the two Federation Tickets are printed. Had the Seamen's Union received the support a great struggle like this entitled them to, the victory would have been more complete and lasting.

As a number of our members have not had the opportunity of seeing the original Federation Ticket that was the cause of the late dispute, it is printed side by side with the harmless piece of parchment that now answers to the name.

THE FEDERATION TICKET. BEFORE THE FIGHT AND AFTER

RULES.

1.—Registration Tickets shall be issued to every sea-going person, of whatever capacity, making application for same, subject to the following rules:—

2.—The Official in charge shall, before granting a Registration Ticket, make reasonable inquiries as to the *bona fides* of the applicant, by examining his Certificates of Discharge or other references, and by other necessary means.

3.—Registration Tickets shall only be issued at the Seamen's Registration Offices during office hours, and will only be recognised when properly filled in, signed, and stamped. The official in charge shall have power to detain, or refuse to renew, any Registration Ticket improperly obtained, or in the possession of any person not entitled thereto.

4.—That for the protection of Seamen, this Ticket must be renewed once in every six months, or, if at sea, as soon after as practicable. The fee for registration (including Registration Ticket and Rules) is 1s., and for each renewal, 6d., which also entitles to membership in the "AMALGAMATED BRITISH SEAMEN'S PROTECTION SOCIETY," if desired. Members of any other Seamen's Union may, however, avail themselves of the advantages of registering for employment, without prejudice.

5.—This Registration Ticket entitles the holder to preference of employment—at the recognised port wages—for any vacancies in any ship, or with any shipmaster or owner affiliated with the "SHIPPING FEDERATION, Limited."

6.—Every Seaman, by registering, pledges himself to carry out his agreement in accordance with the Merchant Shipping Acts, and to proceed to sea in any vessel in which he signs articles, notwithstanding that other Members of the crew may, or may not, be members of any Seamen's Union.

7.—This Registration Ticket is not transferable.

N.B.—All inquiries should be made through the General Superintendent, at the Registration Offices, either personally or in writing.

RULES.

1.—Registration Tickets shall be issued to every competent sea-going person, of whatever capacity, making application for same, subject to the following rules:—

2.—The Official in charge shall, before granting a Registration Ticket, make reasonable inquiries as to the *bona fides* of the applicant, by examining his Certificates of Discharge or other references, and by other necessary means.

3.—Registration Tickets shall be issued at the Seamen's Registration Offices during office hours, and will only be recognised when properly filled in, signed and stamped. The official in charge shall have power to detain, or refuse to renew, any Registration Ticket improperly obtained, or in the possession of any person not entitled thereto.

4.—Members of any Seamen's Trade Union may avail themselves of the advantages of registering for employment, without prejudice.

5.—This Registration Ticket entitles the holder to employment—at the recognised port wages—in any vacancies in any ship, or with any shipmaster or owner affiliated with the "SHIPPING FEDERATION, Limited."

6.—Every Seaman, by registering, pledges himself to carry out his agreement in accordance with the Merchant Shipping Acts, and to proceed to sea in any vessel in which he signs articles, notwithstanding that other members of the crew may, or may not, be members of any Seamen's Union.

7.—This Registration Ticket is not transferable.

N.B.—All inquiries should be made through the General Superintendent, at the Registration Offices, either personally or in writing.

Many of the ships still sign on board, but as this has been done for a number of years in Liverpool and other ports, it was decided that our men would sign on board for the present, at all events, to show the Shipping Federation that it made very little difference to the members of the National Seamen's Union where they signed, as every member was a delegate and could be trusted to look after his Union and its interests at all times and places. It will be clearly seen from the foregoing that the Shipping Federation with its 100 millions of capital have not been very successful in their endeavour to smash the Seamen's Union; in fact, as far as the Federation Ticket is concerned, their action resulted in an ignominious defeat on every point that was contested in the original ticket, and every praise must be given to the members of the Seamen's Union for the gallant stand that was made against such a powerful combination of capital, and for the victory gained and the right of combination maintained against such a powerful enemy.

The result of the fight is very encouraging to the members of the Seamen's Union, and should stimulate them in further efforts to protect the lives and better the condition of their members. All seafaring men that are not members of the Seamen's Union should assist us and our noble president, Samuel Pimms, in the great work that is still to be done. Do not stand back and let others do all the work. Are you willing to accept the shorter hours and better pay without having done something to help in obtaining it? If not, join the Union at once.

MASTERS & Co. THE CARDIFF, SWANSEA, AND NEWPORT CLOTHIERS.

Seafaring men will do well to buy their clothing at Masters & Co., who believe in fair dealing, one fixed price, and no abatement; also, being the largest buyers of Clothing in the Principality, can sell cheaper than smaller buyers.

MASTERS & Co.,
29 & 30, ST. MARY STREET,
292, BUTE STREET, CARDIFF.

MASTERS & Co.
18 & 19, CASTLE STREET, SWANSEA.

MASTERS & Co.
39 & 40, HIGH STREET, NEWPORT.

Seafaring.

SATURDAY, MAY 30, 1891.

MORE CONFESSIONS.

"It is clear that at present the Shipping Federation has its hands pretty well full in completing its proposals for seamen's insurance. It is obvious that the whole question of national insurance will presently have to be faced. In these circumstances, and in the absence of practical knowledge of the subject, the shipowners are doing well to stay their hand." So the *Shipping Gazette* of last Tuesday says, while *Fairplay*, another organ of the shipowners—and the chief journalistic supporter of the Federation—the same that had recently to pay for libelling the general secretary of the Seamen's Union—states a couple of days later:—

The Insurance Committee of the Shipping Federation met again on Tuesday, and sat for three hours. Various points and details of the new project had been handed over to sub-committees, and these sub-committees now reported to the meeting, affording the general body a good idea of how the scheme will work out, and enabling them to make considerable progress in devising rules. It appears to be definitely decided that cases of disablement through accident shall be met, as well as cases resulting in death. Another meeting of the Committee will be held to consider the rules, and to discuss any revisions which may be suggested. The scheme will then be submitted to the General Council, and the probability is that shortly thereafter it will come into operation. Its effect on the relations between employers and employed, and in favourably influencing public opinion towards the shipping interest, will repay the federated shipowners many times over for the expense of carrying out the project.

Here, then, is *Fairplay* contradicting the *Shipping Gazette*, for while the latter says that "the shipowners are doing well to stay their hand," the former tells us that they are busy in the matter. How entirely disinterested the shipowners are in providing insurance for seamen may be gathered from the above-quoted prophecy of *Fairplay*, that the scheme's "effect on the relations between employers and employed, and in favourably influencing public opinion towards the shipping interest, will repay the federated shipowners many times over for the expense of carrying out the project." This is not quite so candid as the calm confession of the *Liverpool Journal of Commerce*, that "the Shipping Federation have started an insurance scheme to strengthen the hands of the shipowners in

the struggle they have been carrying on with the Unionists, and at the same time lead to a conviction that they have the interests of the men at heart." Neither does Fairplay as plainly say as our Liverpool contemporary did, that if the proposed levy on shipowners towards the expense of the scheme "WILL BREAK UP THE UNION RING and place wages on their proper—that is the old starvation—footing, the expenditure will be very cheap." But these confessions are useful in establishing the truth as to the objects of the scheming shipowners and their scheme. The mere fact that the scheme emanated from the Shipping Federation is enough to damn it in the eyes of any honest friend of the seamen, as we all know that, according to its own mouthpieces, the Shipping Federation was established to destroy the Seamen's Union, in order to prevent the seamen from obtaining any of the benefits or reforms which combination can give. The cynical contempt of the shipowners for the intelligence of the public and the seamen must be profound if they can imagine for one moment that any person fit to be outside the walls of a lunatic asylum can be gulled by such pretended philanthropy. It may, perhaps, be said that some of the authors of the scheme are really trustworthy and even kindly persons. But because there happened to be in one army kindly and trustworthy men, would that be any reason for an opposing army, which it was formed to destroy, trusting to its "kindness" on a field of battle? Of course not. The thing is absurd. The better the individual members of the army the more determined would they be in fighting for their own side, and to lure an enemy to destruction by misleading him is part of the every-day strategy of warfare. If seamen are to be insured the Shipping Federation is the very last organisation in the world to have anything to do with the matter, as the mere fact of its being connected with any project for the insurance of seamen is sufficient to destroy the seamen's confidence in the whole thing. The Shipping Federation may be arranging some plan which shall give the seaman Insurance in return for giving up his Union, and then the public would be told that the shipowners kindly wanted to insure the seamen, but the reckless seamen would not be insured. In that way the Federation might attempt to curry favour with the public. But even if the Federation could force on the seaman a scheme which he did not want, the seaman would still remain anxious for reforms which he does want, and would still clamour for them, for he would still have his Union. The shipowners may make up their minds to that. The Seamen's Union is going to last. The efforts to destroy it have only served to show the need of it, and to attach seamen to it more closely than ever. If the shipowners, instead of trying to smash the Union, would grapple with the causes of legitimate discontent of which the Union is the expression—that would pay them better than anything they have tried yet. It would cost comparatively little to do, and would be so fruitful of peace that many wonder the shipowners do not make the attempt.

THE P. and O. Company have ordered two large cargo steamers from Messrs. Caird & Co., Greenock. These vessels will be over 3,000 tons each, and will be supplied with engines of 2,000 horse-power.

NAUTICAL NEWS.

THE death is announced of Senator Florio, director of the Grande Compagnie Maritime. He leaves a personal estate of 150,000,000fr.

THE Dundee ship *Dundee*, from Calcutta, has arrived at Dundee after a smart passage of 98 days, being the quickest voyage of the season.

THE naval manœuvres will this year be on a very reduced scale owing to the old difficulty in connection with the supply of officers and men.

MESSRS. HAWTHORN, LESLIE & CO., Newcastle, have secured an order to construct a steamer for the Russian Steam Navigation Company, Odessa.

THE White Star steamer *Majestic* brings 4,250,000 dols., probably the largest consignment of gold from the States ever received by any one steamer.

AT Stonehaven, Charles Black, master of the steam trawler *Royal Saxon*, A 622 for, trawling within the three-mile limit off the coast of Gourdon, was fined £10, or 20 days' imprisonment.

THE Orient Line steamer *Orotava*, which left Adelaide on April 22, landed her passengers at Plymouth on Tuesday, and the mails by this steamer reached London, *via* Naples, in 27 days from Albany.

AT Cardiff, May 27, Capt. Otto Thoren, of the British steamer *Magua*, of West Hartlepool, was fined £100 for overloading his vessel to the extent of eight inches, and a further sum of £100 for making false entries in his log-book with regard to the same.

AT Cardiff, May 21, W. T. Ball, master and owner of the British ship *Eva*, was summoned for unlawfully allowing the said ship to be so loaded as to submerge the centre of the disc. The Bench inflicted the mitigated penalty of £5 and costs, or a month.

AT Dublin, May 22, Michael Carty and Timothy Donovan appeared to answer an adjourned summons for watching and besetting a vessel with the view of preventing a man named Ogilbey working there. When the case was called the complainant did not appear. The magistrate accordingly ordered their discharge, but declined to grant them costs.

A TELEGRAM from San Francisco says:—The British steamer *West India*, which is in port here, and has been trying for the past ten days to get a crew, was boarded yesterday, when lying alongside wharf, by some Unionist sailors, who drove off six non-Unionists. The captain and mate attempted an armed resistance, but were obliged to desist.

NOTWITHSTANDING the great strides made by steam vessels the extinction of sailing ships is not yet. On the Clyde there are thirty-six steel sailing vessels on the stocks, while on the Wear there are a round dozen. It is therefore very probable that shipbuilding returns this year will show a larger percentage of sailing tonnage than for many years.

THE two steamers, the orders for which have just been booked by the London and Glasgow Shipbuilding and Engineering Company, Limited, of Govan, are for the Indo-China Steam Navigation Company, of London. They are, it is said, spar-decked ships 250 feet long and 36 feet beam, of light draught, suitable for trading in the China seas.

WHILE the old *Lord of the Isles* is ending her days on the Thames, the Clyde has not had long to wait for her successor. The new *Lord of the Isles* sailed on her trial trip from Glasgow to Inverary and covered the 228 miles within the twelve hours, beating the best passage of the old steamer between Rothesay and the Head of Loch Fyne by nearly half an hour.

THE Board of Trade have issued an order prohibiting passenger traffic in the Wash. As the result, the tidal trips which have for nearly half a century been running every season from Boston, Skegness, Lynn, and Wisbech, will be stopped. Considerable indignation has been aroused at Boston, and the matter has been brought under the notice of Mr. Edward Stanhope, M.P., who has intimated to the Boston Steamship Company that he will bring the subject before the House of Commons.

THE Board of Trade have issued the finding of a Naval Court, held at Japan, into the loss of the steamer *Queen Elizabeth*, of Glasgow. The Court finds that the vessel was not properly supplied with charts for the voyage, that proper soundings were not taken, and that the master should have made allowance for a possible current leeward. The master's certificate was therefore suspended for six months, a first mate's certificate being granted, however. The Court also finds that the conduct of the other officers and of the crew was free from blame.

ALLEGED ROBBERY BY A SHIPMATE.—At Liverpool, May 26, George Moore, a sailor, was charged with having stolen from the fore-castle of the steamer *Mauritius*, while it was lying in the Garston Dock, six £1 Clydesdale Bank of Scotland notes and £4 in gold, the property of William Thomason, seaman, belonging to the same vessel. The prisoner and the prosecutor were both employed on the *Mauritius*. During the time the ship was in the Garston Dock the prosecutor put his purse and money into his bag with his clothes in the fore-castle on the 19th inst. On the evening of the 20th the prosecutor before going ashore saw that his bag and money were all right, but on returning to the vessel about 10 o'clock the same night he saw that the bag had been tampered with, and that the money had been stolen. The prisoner was left in charge of the vessel, and there was no one else on board. He was committed for trial.

CARRIAGE OF CATTLE.—The Departmental Committee of the Board of Trade and the Board of Agriculture has taken plenty of time to consider its report on the Transatlantic Cattle Trade. It is, however, to be hoped that it has not been produced too late in the Session for its main recommendations to be carried out. The report is to some extent reassuring. Heavy weather and bad condition are, it seems, the main causes of suffering and death among cattle at sea. But it is not enough to acquiesce in the resultant evils as inevitable. The practical suggestions of the Committee must be carried out in their entirety. But the most fundamental recommendation of the report is that empowering the Board of Agriculture to hold inquiries with regard to casualties and losses among cattle at sea. If these are carried out they would go far to remedy the evil. The "trade" would become humanitarian with marked rapidity with the fear of a departmental inquiry before its eyes.—*Daily Graphic*.

FOR BRAVERY AT SEA.—At the Local Marine Board offices at Liverpool, May 21, Alexander Knox, an able seaman, was presented on behalf of the French Government with a silver medal and diploma for bravery at sea. Alderman Shallocross presided. Mr. Knox was one of the crew of the *Polynesian*, on a voyage from Liverpool to Halifax in the early part of last year. When off the banks of Newfoundland, on the morning of Jan 25, the French brigantine *Mathilde* was sighted in a disabled condition. A heavy sea was running at the time, but notwithstanding this a boat was lowered from the *Polynesian* and manned by Mr. Fairfull (chief officer) and M'Intosh, H. Morris, C. Carrol, T. Briercliffe, Baird, and A. Knox, A.B.'s, who after much trouble and risk managed to get the crew, seven in number, off the wreck, which was fast filling, being much down by the head, and her bows covered with ice. All the other members of the boat's crew had been rewarded for their services. In making the presentation to Knox, Alderman Shallocross expressed the satisfaction that a special day had been set apart for doing so, because he learned that the recipient had been brought up in the Seamen's Orphan Institution. At the age of 18, and from among the crew of a large steamer like the *Polynesian*, Mr. Knox volunteered to go to the rescue of these shipwrecked sailors. He was sure it must be gratifying to all those connected with the Seamen's Orphanage to know that a young fellow brought up there had so distinguished himself.

WRONGFUL DISMISSAL.—At Liverpool, on Saturday, before Mr. Bayliss, Q.C., judge, an action was brought by Benjamin Carr, late refrigerating engineer on board the *Highland Chief*, against that vessel and her owners for £34 odd in respect of wages at £10 a month, on a voyage to the River Plate and back, and for damages for wrongfully depositing him from his post. The defence was that he had been guilty of drunkenness on board, and was not fit for his duties, and had been therefore disrated, and that from the time of such disrating he was only entitled to £7 a month, and the amount due on that basis was paid into Court. The drunkenness was denied by plaintiff. An account of wages had been rendered to the plaintiff in accordance with the provisions of the Merchant Shipping Acts, but Mr. Hardy, for the plaintiff, contended that as it did not contain any account of deductions, disrating, and forfeitures, it did not comply with the statutes, and no deduction could be allowed. At the close of the plaintiff's cross-examination, his Honour intimated that the point raised by Mr. Hardy was in his view fatal to the defence. After hearing Mr. Squarey for the defendants on this point, he accordingly gave judgment for the plaintiff, expressing his view that the statute imposed a duty on all those giving such accounts to give them in such form as to make clear to those being paid off what deductions were claimed from the agreed wages, and on what grounds. Leave to appeal was given.

SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

LONDON DISTRICT.

Mr. W. M. Maxwell is so much better that his ultimate recovery is now expected.

The illuminated address recently presented at Cardiff to the general secretary by the Irish Branches has arrived at the head office, where it has been much admired by all who have seen it. Measuring some 4 feet high by 3 feet wide, glazed, and surrounded by a massive gold frame, even at a distance it presents a striking appearance. More closely looked at it is eminently creditable to all concerned in its design and execution, for both design and execution are alike admirable. It is indeed seldom that so beautiful a piece of work in the shape of an illuminated address is seen, and Mr. Wilson may well prize it, not only because of the highly complimentary and representative nature of the address itself, but merely as an ornament. The terms of the address, printed in coloured letters, are:—

"To Joseph Havelock Wilson, Esquire, General Secretary A. S. & F. Union of Great Britain, Ireland, and other Nations.

"Dear Sir,—We, the members of the Irish Branches of the above-named Union, take this opportunity of tendering to you, our respected general secretary, our heartfelt and sincere sympathy on the occasion of your release from Cardiff Prison, Wednesday, May 13, 1891, after undergoing what, in the opinion of all classes of working men—Union and non-Union men alike—was an unjust and vindictive sentence. We trust that your unjust imprisonment may have no other effect on your health than that of strengthening you for the good work in which you were engaged previous to the aforesaid imprisonment. And we further hasten to assure you of our unabated confidence in you as a leader, and of our determination to support you in your gallant fight for the freedom and emancipation of the working men of the world. By your indomitable courage and self-sacrificing nature you have won for yourself the respect and esteem of all classes, and we earnestly hope that the time is near at hand when your noble efforts, being crowned with the laurels of victory, will proclaim to the world that right has triumphed over might, and that the wage-earners have at last asserted their right to freedom and combination."

This is surrounded by prettily coloured scroll work, outside of which are four medallions, the one at the top containing an excellent likeness of Mr. Wilson in his habit as he lives. The medallion at the foot contains a representation of him as Jack Crawford nailing the Union colours to the mast, while in the medallion at one side is a picture of a full-rigged ship, and in the medallion at the other side is represented a steamer. Such a valuable and handsome present speaks volumes for the Irish Branches, and must of course be highly prized by Mr. Wilson, who should, we think, allow it to be exhibited.

Mr. J. H. Wilson was the guest of the United Democratic Club last Saturday in recognition of his services to the cause of labour, and of the injustice of his recent imprisonment. Mr. Morrison Davidson, the well-known Democratic author, presided over a large gathering of sister and brother Democrats, supported by Mr. Hall, of the Deptford Liberal Association; Mr. Bennett Burleigh, the war correspondent; Fred Henderson, the Labour poet, the secretary of the early closing movement, Mr. Tom Mann, and Mr. Frank Smith. The general treasurer of the Seamen's Union (Mr. J. R. England), Mr. Mercer, of Green's Home Branch; Mr. Wykes, of Deptford Branch; and most of the staff of the central office (Messrs. T. Hunter, Moore, Coates, Huxley, and Wood) were present, together with Mr. Brill, of the Coal Porters', and Mr. McCarthy, of the Dockers' Union. Mr. Morrison Davidson and Mr. Tom Mann having expressed the admiration and sympathy of the Democrats, and recommended Mr. Wilson for Parliament, and Mr. Wilson having been toasted with enthusiastic musical honours, the guest of the evening on rising to respond was received most cordially. He was not, he said, ashamed of having been imprisoned, and did not know that by imprisonment he deserved all the kindness shown him; many Trade Unionists had during the last few months suffered imprisonment in the cause, but he had not seen any entertainment or demonstration in their honour, although they had been unjustly imprisoned as well as him, and it was not fair to

make so much of him and nothing of them, some of them having wives and families whom they knew to be starving while they were imprisoned. The public should have done more to prevent the possibility of such occurrences. He wanted less to speak of his own case than to urge on an alteration of the law as to the impannelling of jurymen. (Applause.) Such an alteration would be the greatest kindness they could show him, as he would then feel that he had not suffered for nothing. As to the absurd state of the law about unlawful assembly and rioting, some said that had nothing to do with his case, and that the shipowners had for some time been engaged in a conspiracy to get him imprisoned—"Shame!"—after first trying to shake the seamen's faith in him by employing persons to libel him, and in some cases the proceedings he had taken had not been successful, which was not surprising, as it was impossible to get justice from juries which were prejudiced, as juries often were. For many months attempts had been made to obtain his imprisonment, and when at last he was imprisoned, fortunately for him his conviction was unjust. (Cheers.) He hoped before long to prove that. Having detailed the proceedings on the day on which his alleged offence was said to have been committed, and remarked that if he were guilty of unlawful assembly other public speakers were guilty of it every day, he stated that he was the first man ever convicted in England of unlawful assembly. O'Connell had been convicted of unlawful assembly in Dublin, the meeting having been previously proclaimed as unlawful, while in the case of the Cardiff procession no intimation of the sort had been given, the police even complimenting him on the orderly character of the processions, but even in O'Connell's case and in Ireland the House of Lords quashed the conviction. Mr. Wilson concluded a lengthy speech by again urging a reform of the law as to jurymen. Songs and recitations by both sister and brother Democrats followed, and made up an excellent entertainment, the evening being heartily enjoyed, a happy result to which the talents of a young lady representative of the Somerville Club, and Mr. Joyce and Mr. Grover chiefly contributed. Mr. Frank Smith treated the audience to a labour song, the sentiments of which were loudly applauded, though the music left room for some difference of taste.

The Tidal Basin Branch held its usual weekly meeting, May 23, the president, Bro. A. McAllister, in the chair, when the members for the week were duly admitted, making a total up to date of 3,800. The minutes were read and confirmed, also financial statement. The next business was with reference to the payment of banner carriers. It was proposed by Bro. Ward, seconded by Bro. Roberts, that in future the fee for carrying the banner be 3s. per man. An amendment was moved by Bro. Potter, seconded by Bro. Curson, that we still adhere to the old fee, viz. 2s. 6d. per man, and that every man show his contribution card before receiving payment. The amendment was carried by a large majority. A letter was then read from the Coalporters' Union thanking us for our attendance at the funerals of Bros. Wilks and Griffiths. It was resolved to accept the correspondence. There being no further business, and the general secretary being expected to attend, it was resolved to pass the time away in harmony until he arrived. Bro. J. Hadley had hardly got through the "Old Musketeer" when there was announced the arrival of the general secretary. This was the signal for uproarious cheering, and Mr. Wilson entered the room accompanied with Mr. England, the general treasurer. Our Branch secretary, Mr. Fowler, then proceeded to read out an address from the members of the Tidal Basin Branch, which ran as follows:—

"To Joseph Havelock Wilson, Esq., general secretary of the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland.

"Dear Sir and Brother,—We, the members of the Tidal Basin Branch of the above-named Union, of the port of London, in the county of Essex, do most heartily congratulate you upon your release from a most cruel, unjust, and vindictive sentence of six weeks' imprisonment, passed upon you by the Recorder at Cardiff on the 7th day of April, 1891, for alleged unlawful assembly during the late strike at Cardiff. When the Shipping Federation tried their utmost to drive the seamen of this country back to the old days of slavery and starvation, when they could grind us down and crush us as a brutal master would his hounds, you, J. H. Wilson, our trusted and beloved leader, nobly, courageously, and fearlessly threw yourself into the breach, and marched in the front of the strife and held the Shipping Federation at bay for a time, alone and single-handed. You have exposed to the world the most unscrupulous efforts of shipowners to crush the Union you so nobly founded in September, 1887 for the purpose of raising seamen to the

social level of other workers. For all these reasons we trust that your life will be long spared to continue in the future what you have so well begun, and to carry it to a finally successful issue. May the blessing of God ever rest upon you and yours. (Signed) Branch officers—Secretary, F. Fowler; president, A. McAllister; fireman delegate, W. Harris; sailor delegate, H. Brown. Branch committee—A. Simpson, J. Garvie, J. Haye, E. Potter, C. Starbuck, D. Connell, J. Hastings, A. Bruce, J. Munro, J. Thurston, G. Dale."

Mr. Wilson, in returning thanks for the kindness shown him, said that during the time he was in prison, he knew he had the sympathy of the Tidal Basin Branch. (Cheers.) He had thought at times that they looked on him with dissatisfaction, but if they had known the whole facts of the case they would have thought otherwise. Of course he referred to the time when there were one or two traitors in their midst who were spreading false reports about him. He then went on to say that the six weeks' imprisonment had made him more determined than ever to fight the cause of Trade Unionism, and he was aware that Tidal Basin had more members in prison than any other Branch through the late strike. The shipowners for three years had been trying to crush him, first on a charge of robbery, and lastly of unlawful assembly. He urged the members to stick to their Union. They had only to look back and see what the shipowners would do to them if they got them into their clutches. Union men would not be satisfied until they got better provisions and more seaworthy ships to go aloft in. (Cheers.) He also made some remarks about the Labour Commission, and about ships carrying live cattle on deck. If some of these had not been overlaid the men might have been alive to-night. He then concluded his speech by urging the men to stick to their Union now and in the future as they had done in the past. Immediately on resuming his seat a hearty vote of thanks and confidence in him was proposed, seconded, and carried unanimously with cheers. There were also three cheers given for Samuel Plimsoll, Esq., Frank Fowler, and Mr. England.

At the usual weekly meeting of Green's Home Branch, held at the Schoolroom, Plimsoll-street, Poplar, on Tuesday, 27th inst., Mr. O. Curtis in the chair, there was a good attendance. The members joined during the week were duly enrolled. Grants of £2 each were voted to the following widows of deceased members:—J. Crawley, J. Robinson, C. Hawkins, A. Poppandrea. A letter was received from Mr. Sharman, solicitor, stating that he had obtained judgment in the case of Bayley against the captain and owners of the *Radnorshire*. (See page 7.) Mr. T. W. Brown, solicitor, also sent a letter of explanation. He was invited to attend next meeting, and explain his position. Correspondence was also received from Mr. Wilson, from Greenwich Hospital, from Vice-Consul at Reggio, and from Cardiff Branch. Travelling relief from Cardiff was granted to Hurley, Fraser and Enright. Other matters kept the meeting opened till 10 p.m.

MERSEY DISTRICT.

At the ordinary meeting of the Liverpool No. 1 Branch, Mr. A. Duncan in the chair, it was decided to present Mr. J. H. Wilson with an illuminated address, and entertain him at a public dinner when he visits the Mersey district. This being the first meeting held in the new premises, the members congratulated themselves on the change from Cleveland-square to Price-street. A vote of sympathy with the bereaved parents of the deceased Nicholas Martin was passed with unanimity, and in silent condolence. The shipwreck claims of the *s.s. Lestris* were then dealt with, five claims having been presented and passed and the secretary was authorised to get handbills and posters printed recording and publishing the facts. It was ordered that the Branch establish telephonic communication with the other Branches in the Mersey district. A Glasgow member was harboured and forwarded on to Glasgow by resolution of the Branch. The application of the Mersey Watermen and Porters was referred back. After the transaction of other matters, the meeting adjourned.

At the usual meeting of the Birkenhead Branch, at the Rooms, 12, Taylor-street, May 21, under the presidency of Mr. H. Stading, the minutes, correspondence and financial statement were confirmed. Mr. W. Nicholson, district secretary, being present, gave an outline of the proceedings at Cardiff on the occasion of the release of Mr. Wilson from prison, such in his opinion being the grandest turnout, and most enthusiastic reception possible to give to anyone suffering in the interests of his fellow Trade Unionists, Mr. J. H. Wilson seeming to have fared remarkably well at the mansion of peace and quietness at Cardiff, his host being somewhat lavish in extending his hospitality. The speaker went on to point out the present position

of shipping in the district, there being a decided improvement in that direction, various vessels of large carrying capacities, having broken out from their winter residence, to make preparation for active service. Members are requested to attend as punctual as possible to the meeting whilst ashore, failing to do so they make themselves liable to a penalty, and also to report themselves on arrival home, and again prior to their sailing. Time and place of meeting at 7.30 p.m. every Wednesday at the Rooms, 12, Taylor-street.

At the weekly meeting of the Boundary-street Branch on May 20, Mr. J. Devlin in the chair, Mr. P. King in the vice-chair, after the usual routine business, Mr. James Fitzgerald, one of the oldest members of this Branch who has only arrived home from the seat of war on the Chilian coast, read a very interesting paper which he had prepared on the homeward voyage, entitled "The Total Annihilation of Human Beings in Modern Warfare." It ran as follows:—"The terrible result of the torpedo attack on the Chilian ironclad *Blanco Encalada*, directs attention in the most striking manner to the deadly character of modern warfare. An ironclad cannot be said to have fair play when it is exposed to the imminent danger of being sent like a stone to the bottom with its entire complement of fighting men. The average ironclad, indeed, becomes nothing better than a floating coffin in the face of a successful torpedo attack, and though naval architects may continue to plan, and Governments to build vessels of this type, it is quite conceivable that a few more such disasters as that which befel the *Blanco Encalada* may so strongly disincline men to accept service in them as to compel their abandonment in favour of a class of vessel which, like the old line-of-battle ships, shall give a man a chance of his life. One of the strangest things in connection with the modern ironclad is that any man not actually starving should accept, for the very poor pay for the post of stoker in it. That the position is not very attractive is shown by the difficulty which our own naval authorities experience in getting a sufficient supply of stokers for our largely increased fighting marine. The unfortunate man who is engaged in stoking an ironclad in action has none of the excitement of battle to nerve him to his duty. On the contrary, his one experience of the glories of war is likely to be the sudden intrusion of a giant shell into the stokehole, shattering the boilers and scalding him to death like a lobster in a cooking pot, and if such disasters as the one above happens often, it is indeed conceivable that the common food for powder (stokers and sailors) would take the matter into their own hands, and by refusing to face such an excess of peril, eliminate war from the political machinery of nations." Mr. Fitzgerald sat down amid great applause. Mr. Johnson moved, Mr. Jones seconded, a hearty vote of thanks to Mr. Fitzgerald for his interesting address, which was carried with acclamation. Mr. Fitzgerald in thanking the members for their vote of thanks, said it was a disgrace to any civilised nation to offer the mere pittance that they do in this country to their stokers and sailors who man their ironclads, and, in fact, all fighting ships of our navy, when they boast so much about England being mistress of the seas. After the usual vote of thanks to the chairman, the meeting adjourned at ten o'clock.

At the weekly meeting of the Bootle Branch, held 26th inst., Mr. W. Nicholson in the chair, Mr. Connolly moved that the following vote of sympathy be tendered to the parents of the murdered boy, Nicholas Martin: "That this meeting of sailors and firemen of the Bootle Branch of the N. A. S. & F. Union do hereby tender our most heartfelt condolence and sympathy with the parents of Nicholas Martin in this terrible calamity which has befallen them. The circumstances of the death of their son, the parents, will, we feel assured, recognise, as being very painful to all members and officials of this Union. But we sincerely trust that Mr. and Mrs. Martin will not take the loss of their boy too much to heart, but will find relief in the thought that he has found an everlasting home, and that they will gain strength to guide them through this bereavement." This was seconded by Mr. Hepburn and carried unanimously. Mr. Williams moved that the secretary be empowered to pay all shipwreck claims of members in benefit who were wrecked in the s.s. *Queen Elizabeth* and the s.s. *Lestris*; seconded by Mr. Hepburn, and carried. Mr. Hepburn moved that this Branch give its support towards getting up a grand dinner and an illuminated address as a reception for Mr. J. H. Wilson, when he visits this town on June 29; seconded by Mr. Garland. As an amendment Mr. Williams moved that this question stand over for one week; seconded by Mr. Murphy, and carried by a majority of one. Mr. Murphy moved that this Branch get a telephonic communication with the other Branches,

as he thought it would be a very good investment. This was seconded by Mr. Williams, and carried. A short address was delivered by Mr. Nicholson, as to how the Shipping Federation and the Unions which we have had to contend with are now dying a natural death, and stating that very few ships are now asking for Federation tickets. The meeting then adjourned.

GLASGOW BRANCH.

Owing to the Queen's Birthday falling on our usual meeting night, the meeting was dispensed with, but a special meeting of all shore workers was held on May 22, in the Typographical Hall, 102, Maxwell-street, Mr. McNaught, of Greenock, presiding, who in opening the meeting, delivered a very able and appreciated address on the purposes for which the meeting had been called, viz., the consideration of a reduction of the weekly contributions of shore workers. Bro. Robertson moved a resolution, which was seconded by Bro. Murray, and very ably supported by Mr. McGregor, to the effect that this Branch of the N. A. S. & F. Union would again approach the Executive Council to consider the advisability of reducing the weekly contributions of all shore workers to threepence, the same to have the Executive's earliest consideration. This being unanimously carried, Mr. McNaught, of Greenock, and our secretary, Mr. J. D. Boyd, then addressed the meeting, and after a hearty vote of thanks had been tendered Mr. McNaught for presiding, the meeting closed.

ABERDEEN BRANCH.

The regular weekly meeting was held on Monday, May 25, Robt. Fraser, president, in the chair, there being a fair attendance of members. Minutes were confirmed and correspondence read from general secretary, and after the long silence from that source, was more than welcome. Members who were absent lost a treat; nevertheless, we are pleased to inform all our members that he is to visit Aberdeen on June 19, and to address a public meeting. The secretary was authorised to take the necessary steps to make this known, so as to ensure a good meeting on the occasion of his visit, and we further appeal to every loyal member to do his best to ensure that the gathering shall be of the most enthusiastic order. Further correspondence was read from Mr. Wm. Johnston, secretary Aberdeen Trades Council, soliciting the support of the members in the effort now being put forth by that body to build a trades hall for the Trades Unionists of Aberdeen. To get the necessary funds it is first proposed to hold a grand subscription sale, and to this end Mr. Johnstone appeals to the members to give donations of money or articles for prizes. Now that the members are made aware, it is hoped that as a Branch we might be able to make a show as well as other Unions, some of whom are coming forward in a most substantial manner. Remember one thing, however; it must be done now. We once more appeal to our members to keep in memory Monday evenings, the regular meeting-night of the Branch, and advised them to do their best to attend.

LEITH BRANCH.

A general meeting was held on May 19, in the Lifeboat Hall, Mr. A. Pratt presiding over a fair attendance. The minutes of the general and committee meetings having been adopted, also financial reports, the secretary read the minutes of the last executive meeting, and questions were asked on the various resolutions, which were explained by the executive member, who was afterwards awarded a vote of thanks. Some discussion arose on the question of holding a large meeting, shortly, here. It was unanimously agreed "That the secretary be instructed to write to Mr. Wilson, asking him to pay us a visit shortly, in order that we may have a large meeting." After some further business the meeting was brought to a close. On Thursday, June 4, our first meeting in the Labour Hall will be held, when we hope to have a large attendance, as there will be some important business transacted, and definite arrangements in connection with Mr. Wilson's visit will be made that evening, as according to advices we have received he will be in Leith in three weeks' time.

KING'S LYNN BRANCH.

At the usual weekly meeting, on Monday night, May 25, there was a large attendance for the purpose of hearing the gen. sec. J. H. Wilson. Members were so anxious to hear him that as soon as the news reached the docks, men who were in

their bunks asleep, who had been working hard all day, on hearing the report that he had arrived, arose and went to the meeting. The chair was occupied by Bro. Bridges, supported by Harry Orbell, of the Dockers' Union. Mr. Wilson said that he was very pleased to see so many of the members present. He was very glad also to report that the imprisonment he had received had not stopped the progress of the Union in any way, which, no doubt, was the desire of the shipowners and boarding-house keepers of Cardiff and other ports. Instead of members losing heart and withdrawing from the Union while he was in prison, they had taken courage, and were to-day more determined to fight their common enemy than ever; and he believed that if the shipowners and boarding-house keepers could have only known the amount of good his imprisonment would have done to Unionism in general, instead of raking-up evidence to condemn him, they would have spent thousands to have prevented him being sent to prison. He felt greatly encouraged and determined to go on in this good work of Unionism. Since his release the members of the Union had shown their gratefulness towards him for suffering the short term of imprisonment that he had endured. In fact, more enthusiasm and appreciation could not have been shown had he been a prince or king. He advised the men to spread the wings of Unionism abroad to their brothers on other shores, and endeavoured to show them that they know no foreigners, that our brothers abroad are the same in the sight of God as we are ourselves, and are overworked and underpaid as our Britishers are, who boast of their freedom. (Applause and prolonged cheers.) Harry Orbell, of the Dockers' Union, said that he was extremely pleased to be speaking from the same platform as J. H. Wilson. It reminded him of the good times that he had in Cardiff with him during the late strike. It had been said repeatedly that they had locked the wrong man up. It ought to have been him (Orbell). Whether that is true or not, it was not for him to say, he rather preferring the outside to the inside of Cardiff Gaol; but if it came to his turn to go in for a good cause he would not shrink from the ordeal. He was very pleased to hear Mr. Wilson's advice to spread Unionism. If Unionism was to be a benefit, they must be missionaries and do their level best individually and collectively to educate each other in true Trade Unionism, which was practical Christianity, and they should also as Unionists send the right men to represent them at Westminster, that will make such laws as will give working men justice. The secretary (Mr. Bennett) then proposed the following resolution:—"That this mass meeting of the sailors and firemen of Lynn, Hull, Cardiff, Swansea, and South Shields, pass a vote of thanks to J. H. Wilson and H. Orbell for their able addresses, trusting the time is not far distant when J. H. Wilson will be the seamen's representative in Westminster." Mr. Bennett, in moving the resolution, said he was extremely obliged to those members for coming up in such good numbers to listen to their general secretary, and he hoped the time would not be long before we had him down among us again. Such a man workmen should be proud of. Men who would not only speak and fight for us, but also suffer for us, were scarce, but in the general secretary we had a man who had done all this for them. He was also pleased to see Bro. Orbell, of the dockers, present, the dockers in Lynn having worked together with the seamen in the true spirit of Unionism, and he hoped that in all other ports they would do the same. The resolution was seconded by H. G. Fisher, organising secretary of the dockers of Lynn district, who said that he was pleased to meet and hear the general secretary of the Union, Mr. Bennett and himself having worked together during the last twelve months, and he only hoped that they would be able to work together in the cause of Trade Unionism in the future. The resolution was then put and carried, with cheers for the speakers.

On Tuesday, May 16, in King's Lynn, the funeral took place of Bro. W. Burgess, of this Branch, who died on May 20 at Canning Town, the body having been brought to Lynn a few days ago. The hearse, followed by two coaches, proceeded to the cemetery, members of the R. N. R. walking each side of the hearse in uniform, and members of Lynn Branch in regalia marched two abreast in the rear, the sight being a solemn and impressive one, what with the blue-jackets and the colours of the regalia, and the coffin of the deceased being covered with the Union Jack. This attracted hundreds of the inhabitants of Lynn, and does credit to Mr. Bray, gunnery instructor of the R.N.R., for the manner in which he carried the procession out. I hope that the widow, with her three little children, will be able to bear up under the trial of the loss of the husband and father, and that they may never want food or shelter.

NORTH SHIELDS BRANCH.

At the usual weekly meeting, Bro. C. Wood, chairman, *pro tem.*, correspondence was read from different sources, which caused a great deal of discussion. Among it was a letter from Cardiff about the demonstration. The secretary then read the weekly report, which showed a good improvement financially, and left a good balance in hand, whereupon it was adopted with acclamation. J. T. Novan then got up and thanked the members of the Union for his shipwreck claim, and wished it to be made known through SEAFARING that he got it, and he hoped that every member present would try and allay the fear that some of the members has got into their heads that the Union was going back. He was very proud to say that this was not so, for as he could see for himself by the weekly returns it was rising instead of falling.

SOUTH SHIELDS BRANCH.

At the usual weekly meeting, the minutes were adopted, and several questions were asked and answered to the members' satisfaction. There was a great discussion about the widows and orphans fund, and about a fund for aged seamen who can't join the sick fund. It was resolved that the committee draw up a scheme for a fund for aged men. It was reported that the owners had been trying to reduce the wages here, but the owners had to cave in at the finish. It was resolved that we get some bills printed in reference to the reduction of wages. The secretary reported the death of an old member of this Branch, Mr. T. J. Dynan, who was an A.B. on board the s.s. *T. J. Taylor*. He was in a little boat, mooring her, when she went astern and squashed the little boat between the wherry and the steamer. He hadn't time to escape, and was killed on the spot. His funeral took place on last Sunday, when there was a large attendance and the weather was good. He was in the sick fund. Mr. D. Clement gave in his report from Cardiff in connection with the welcome to liberty of our general secretary, and stated that the shipowners had done more for the Union by putting him in prison than Mr. Wilson could do in six months hard lecturing all over the country. He was happy to state that Mr. Wilson is in good health, and hopes to have him at the miners' picnic in July, as our Branch intends to have their annual trip to Morpeth this summer. The usual vote of thanks terminated the meeting.

DUBLIN BRANCH.

At the usual weekly meeting, Bro. J. M. Maxwell presiding, the minutes and financial account were passed; correspondence was then read, and some discussion took place relative to private matters contained in the correspondence. The secretary having given a satisfactory explanation, correspondence was adopted as very satisfactory. A long discussion took place relative to Mr. Wilson and the promised visit we were to have from him in the course of next month. Our godfather, Mr. P. A. Tyrrell, then addressed the meeting on Trade Unionism at great length, advising every man to keep himself clear on the books of his Union. He despised non-Union men, and those that were even worse than non-Union men, viz., the pretenders or drones of society, that would loaf on those that paid their contributions, those that were clear on the books and who had accomplished one man's part in the great social undertaking that was now rampant all over the civilized world, viz., the bettering of your condition both in wages and modes of living. Surely the men that were outside the pale of Unionism must be blind. Without going any further, look at some of the boats sailing out of Dublin. There was the boat that had Union men on board receiving an increase of from three to six and seven shillings a week on the old scale, while those that were non-Union men only received the old scale of 25s. to 26s. a week. Surely sixpence a week would be profitably invested if they received such benefits. In reference to Mr. Wilson's promised visit, he hoped that Dublin would give him a hearty welcome, but we could never repay all he had done and suffered for our cause and for the cause of Trade Unionism in particular. Nelson's old signal was that England expects every man to do his duty. His motto would be "The Union expects every man to do his duty," and if we were true to our cause, we need have no fear for the future. (Cheers.) The chairman then addressed a few words advising us to stand firm and loyal to our Union whatever might happen, and saying that we were prepared to fight for our homes, our liberty, and the right to combine. Three short years ago we scarcely knew the meaning of the word Unionism. At that time we were at the mercy of the tyrannical task-master, but those days of slavery were passing away, and if any man was a slave now, it was his own fault. He was sure

that we owed a debt of gratitude to Mr. Tyrrell for his advice. He hoped that in a year or so we would be able to hold our May-day demonstration on the 1st day of May, no matter on what day it fell, and it would be then that our strength would be shown. (Cheers.) The meeting then closed.

CHRISTIANIA BRANCH.

At the weekly meeting of this Branch, held in Christiania on May 13, it was unanimously agreed to partake in the 17th of May demonstration for the Franchise of the People, all expenses to be paid by voluntary subscriptions, and the meeting closed after arrangements were made for the demonstration.

Another weekly meeting was held May 20, when Mr. C. S. Nielsen and others addressed the meeting on the necessity of sailors and firemen joining the Union, after which a member of the West Hartlepool Branch came forward and said a few words, which were interpreted by Mr. Nielsen. He said that he was asked by some members of the Cardiff, Sunderland, and West Hartlepool Branches to attend our meeting, and to pay over the sum of 20 crowns subscribed by the above members towards defraying the expenses of the demonstration, which the members were glad was a gigantic success. Knowing Mr. Nielsen had only two days to arrange it in, it was a great pleasure to him to see that the Norwegian sailors and firemen had come to the knowledge of the necessity of joining the A.S. Union. There might have been differences amongst English and foreign sailors in the past, which had to his mind been caused through miseries and deprivations suffered at the hands of the capitalist, but this would depart and brotherly love step in its place, as soon as we all came to stand within the folds of one gigantic Union the world over. The English member was greatly applauded when he ended, and a hearty vote of thanks was passed by the meeting for the assistance and the money subscribed by the members of the Cardiff, Sunderland, and West Hartlepool Branches. The secretary said that some newspaper stated that 300 sailors and firemen partook in the demonstration, out of which 80 were English, but the Franchise demonstration numbered 7,000 working men. Several members were duly accepted, and entered on the books of the Union.

Notice.—Office address, 2, Raadhugaden, Christiania, Norway. Meeting every Wednesday evening, 8 o'clock, in Fjelleslokalet, 27, Hansmangade, Christiania, Norway. Members of the Union, no matter what nationality, are kindly invited to attend our meetings.

GRIMSBY BRANCH.

At the usual weekly meeting held on Monday May 25, the president, Mr. G. T. Brock, in the chair, the minutes and accounts were passed. The financial statement showed a steady increase in the income of the Branch, which was received with satisfaction by the members present. The outside delegate's report and a mass of correspondence which had accumulated during the holiday week were also passed as read. The secretary reported that he had received an offer from an enthusiastic Trade Unionist to submit a design gratuitously for the Branch banner, providing he was assisted with suggestions suitable, he had designed many banners for other Trade Unions but not a nautical one. His offer was gladly accepted, and the secretary was instructed to push on with the same in view of our Branch taking its place amongst others in any future demonstration. The report of the secretary on the Cardiff reception of our general secretary on his release from the Cardiff home for incurables (in Trade Union principles), and the demonstration on the following Saturday, elicited general approval. Fourteen new members enrolled during the week were accepted, and two more submitted for enrolment, on the motion of Bro. Dales, seconded by Bro. Taddie.

Trade slack, and men out of employment above the average. Members at a distance, please note.

GREENOCK BRANCH.

The usual meeting of this Branch was held in the reading room on Tuesday, 26th inst. Mr. A. Marshall, president, occupied the chair, and there was a fair attendance. The principal business consisted of two complaints. The first had reference to a member going a "run" to Cardiff in the s.s. *Lochiel* at less than the usual rate. Considerable discussion took place regarding this, and while there was diversity of opinion, it was confined to the penalty to be inflicted on the offending member, but in no way extenuating the gravity of the offence. The ultimate decision was that a fine equivalent to the difference between the sum paid and the usual rate be imposed meantime, and that on the member's return he be further dealt with. The other arose from a statement brought for-

ward by one member charging another with not paying him for work done. It was intimated that the party complained about had another contract to execute. After discussion, it was decided that no member work at that contract until the member gave a guarantee to the secretary, and that in future all moneys for work done be paid in the Union office, and in presence of the secretary. It was also an instruction that (to prevent friction in the future) a scale of charges should be drawn up and exhibited in a conspicuous place in the reading room, for the guidance of contractors and employees alike. Shipping in this port at present is by no means in a satisfactory condition, arrivals having been somewhat scarce for a number of weeks, but it is anticipated that an improvement will take place on the arrival of the *City of Rome* on Sunday first. By the way, it may be remarked that this vessel on her sailing from Greenock has been "Union" for the first time, a state of matters which it is hoped will continue while she makes this port her place of sailing.

SUNDERLAND BRANCH.

At the usual weekly meeting, Mr. J. W. Priest in the chair, the minutes were confirmed; several letters were read from Dundee, London, and other ports. It was reported that the engineers of the s.s. *Diamond*, of Dundee, had fired the vessels from Dundee to Burntisland, from thence to Leith Roads, where they obtained a scab crew, these engineers working against the interests of the men who were standing out to maintain their wages. It was decided to learn if these engineers were members of the Engineers' Society. Mr. Henderson then complained of the practice of some local traders of paying their crew with a moment's notice, when the steamers happened to lay one or two days in port, practically reducing men's money, which action can't be too strongly condemned, when we take into consideration the hours that seamen are at all times liable to be called on, not the 52 hours a week of the ordinary working man, but frequently over a hundred hours. Then when there is a chance of a few hours' rest, they attempt to put them off pay. A further complaint was made against the starvation policy of some Companies, whose ships are provisioned in the meanest manner. The Seamen's Union drew up a provision scale which was in every way reasonable, but the shipowners were too much afraid that it would be brought into force, for, of course, that would mean an extra expenditure in the fitting out of their ships. We think there is a good scope here for some rising politician to interest himself to obtain the goodwill of some of his fellow beings. Mr. Henderson made a statement to the effect that shipping office authorities had persuaded the captain of a new four-masted sailing ship to go to the Tyne to sign his crew, saying that what men he got here would be steamboat sailors, which was wrong, for there was a crew of 20 young fellows looking after the ship who had never been in steamers in their lives. It was decided to make inquiries into the matter.

HULL SEAMEN'S ORPHAN ASYLUM.—The annual meeting was held May 20, the chair was occupied by Mr. C. H. Wilson, M.P. The report for the year ending March 31, 1891, stated that there were now resident in the Orphanage 190 children, viz., 94 boys and 96 girls, against 207 last year, viz., 106 boys and 101 girls. Ten boys and 17 girls had been elected during the past year. Twenty-three boys and 24 girls had left during the year. When the balance-sheet was made up the sum of £155 10s. 4d. was due to the treasurers. This, from various causes, had been increased to £206 11s. 11d. The entire income for the year from all sources was a little in excess of the previous one, although the committee regretted that the items of subscriptions and collecting cards showed a decrease. The chairman, in moving the adoption of the report, regretted to note that so few of the boys who left the institution entered upon a seafaring career, and expressed the hope that the mechanical improvements in the construction of ships, and the better education of officers, would lessen year by year casualties which in the past had produced so many poor orphans. He had, unfortunately, always to express a certain amount of regret that they did not get some of the local shipowners at their annual meeting, to encourage by their presence those who year after year gave so much time and thought to make the institution a success—(applause). Sir A. K. Rollit, M.P., in seconding, said he thought it impossible to exaggerate the benefit of a seaman's life to the nation and to the individual. England wanted seamen, and if he had the choosing of a career for each boy present, he would say, by all means do as your father did, and go to sea. The motion was carried.

CORRESPONDENCE.

Correspondents must write on one side of the paper only, and to secure early publication be as brief as possible.

ONE REASON FOR "THE DARK SIDE" OF SHIPBUILDING!

To the Editor of "Seafaring."

SIR,—Thank God, one must exclaim, for the splendid courage of Richards and the cool intrepidity of the black man—as narrated in yours of May 23. Your reference, however, to "the dark side" in the shipbuilding trade reminds me of an incident which happened under my own eyes in a North-east seaport; and as long as such schemers bring shame on that which should be England's glory, cowardice and sneakery must be found in their wake; for, just as that chief officer could not have manned the *Stockholm's* lifeboat without his noble crew, just so the corrupt example of professedly honourable shipbrokers spreads its leprosy right into the underling-current under them—out of sight but still in full swing. "Are all Englishmen liars, sir?" said an irate foreign naval officer, as he hurried towards me in the public room, where a few minutes before I had volunteered to help out his halting English by acting as interpreter. Nettled by such furious insolence, I hastily retorted, "You need not come to our land, Sir, for falsehood; your own bears a bad character for it." This brought him on his beam ends, and recovering himself, he apologised for losing his temper. He then, however, told me of a scandalous piece of rascality in the trade, of which he had just then been the dupe. A certain person had that day telegraphed to him that the kind of ship which he was commissioned by his Government then and there to buy was waiting his inspection. On his arrival the fellow coolly told him that it was still at sea, and might not return for a day or two! Hence the row. On narrating this to an old resident, he said that his experience proved all and more, for he had known would-be purchasers invited to come and see a vessel, when *not a plank* was on the stocks.—Yours truly,

The Queen's, Sunderland, W. BEAUMONT.
May 25, 1891.

FOR M.P.'S.

To the Editor of "Seafaring."

DEAR SIR,—A good deal has been said of late about our Royal Naval Reserve, both as to numbers and efficiency, and it has been intimated, and very strongly, too, that in case the country should be called upon at short notice to maintain her prestige it would be a difficult task to muster a sufficient number of R. N. R. men so as to render any very efficient services in defence of the country. And I am quite of the same opinion, being a practical seafaring man, and having some slight knowledge of the position which we occupy as a maritime nation with dependencies in every quarter of the globe, which all very naturally expect that this country is able to protect herself and them too. They would stand aghast if they became acquainted with the fact that we could not find a sufficient number of firemen even to efficiently man the ships of our Royal Navy in any case of emergency, not even by drafting from our mercantile marine fleet; but it is none the less a fact, which goes to prove that the powers that be are rather remiss in looking this straight in the face. The position which we occupy demands that we should have a sufficient number of all classes of men to man the ships of our Royal Navy thoroughly and completely, and that behind them we should have at least 100,000 Royal Naval Reserve men, both sailors and firemen, to draw from as exigencies arose, and that the larger proportion should be well-trained firemen, seeing that all our ships are dependent upon the generation of steam for the motive power which they require—whilst everything on board is worked by machinery, and such machinery depends entirely upon the pressure of steam being maintained for their destructive capabilities being displayed. This being the case, it is time the Government began to take the matter in hand, seeing the Admiralty, who should deal with the question, fail to do so. And the reason is, in my opinion, not far to seek. False economy is the reason, and the only one which can be adduced! The authorities endeavour to keep down departmental expenses by curtailing the number of the men required; while the parties who could be very easily dispensed with are crowded into the service for the purpose of being ornamental, not useful, and for such ornamentation must of necessity be paid large salaries, thus swallowing up the funds voted by Parliament to maintain the efficiency of the navy. If this

state of things was reversed and better inducements offered for the men who are required for practical purposes, there would be no cause for complaining that men could not be got in sufficient numbers to meet the requirements. The same rule would apply to the R.N.R. The inducements are not sufficient to tempt any number of men to join, and more especially the firemen, although there is no lack of such men to be had, but the duties which this class of men have to perform are such that any other kind of men cannot possibly stand. In the first place the heat is intense, so much so that an ordinary workman could not possibly exist, apart from the arduous duties which they have to perform. And it cannot be expected that men will volunteer to be roasted alive for the small pittance which is offered them, but I will guarantee that if reasonable inducements be offered in the shape of pay, in addition to the present retainers, the number can be materially augmented in a quarter less than no time, to use a nautical phrase, and should any emergency arise, sufficient men would very easily be found to do and dare in any part of the world where their services might be required. It would appear from the reports which have appeared from time to time recently, that this scarcity of men for both the Navy and the Reserve is a knotty problem to solve. But it is only so to them who are determined to take all the plums out of the pudding for their own use. Let them exercise a more generous spirit towards their fellow men, who are flesh and blood as well as themselves, and they will very soon be able to see what has been the cause of their unsatisfactory reports.—Yours etc.,

Liverpool, May 25, 1891. W. NICHOLSON.

THE first and second mates of the English ship *City of Yarmouth*, at Rio, were arrested on April 29 on the charge of wounding two persons, one of whom is a sailor belonging to that ship.

NEWPORT'S TRADE.—The Statistical Department of Her Majesty's Customs have consented, for the first time, to the figures for Newport being included among the 15 other ports which have hitherto represented the trade done at seaports throughout the entire kingdom. The first official statistics, which came to hand on Wednesday, show that so far as the imports of iron ore are concerned, Newport during the year 1890 headed the list with 777,511 tons; Cardiff, including Penarth and Barry, coming second with 547,252 tons; and Newcastle third with 513,493 tons. Of the total imports of this commodity, amounting to just over 2,000,000 tons, Newport received more than one-third. In all other branches of imports there is a satisfactory increase. The total value of exports for the port amounted to £2,390,428. Imports were of the value of £910,418, making the total value of trade for the year £3,300,846.

A Yankee pedlar, with his cart, overtaking another of his clan on the road, was thus addressed: "Hallo, what do you carry?" "Drugs and medicines," was the reply. "Good!" returned the other. "You may go ahead. I carry gravestones."

Excited Lady: "Why isn't something done for that ship in distress? Why don't some of you— Life-saver (hurriedly): "We have sent the crew a line to come ashore, mum." Excited Lady: "Of all things! Were they waiting for a formal invitation?"

"Say, Darringer, have you heard of Bromley's last invention?" "No. I didn't know he had any genius in that way. What has he invented?" "It is just wonderful! It is destined to make a complete revolution—." "Sakes alive, man, what is it?" "A circular saw."

"What keeps our friend, farmer B., from church?" said a clergyman; "I hope it's not Socinianism." "No," said the sexton, "it's worse than that." "Worse than Socinianism? Is it Deism?" "Worse than that, your honour." "Worse than Deism? Good heavens! I trust it is not Atheism?" "It is worse than that, sir; it is rheumatism."

Gouty patient: "Doctor, I think you told me I was to avoid excitement, did you not?" Doctor, in his blandest manner: "Certainly, my dear sir; I have always impressed upon you the necessity of avoiding everything of the kind as being most harmful to you." Patient: "Then why on earth did you send in your account to me yesterday?"

A broom with a heavy handle was sent lately as a wedding gift to a bride, with the following sentiment:—

This trifling gift accept from me,
Its use I would commend;
In sunshine use the brushy part,
In storms the other end.

A white missionary was endeavouring to convert some of the American negroes. He found that, owing to the difference of race and complexion, he could influence them but little. At last, in his despair, he exclaimed, during the course of an eloquent sermon, "Ah, my friends? I may have a white skin, but believe me, I have a black heart!"

According to the census returns the population of New South Wales, exclusive of Chinese, is 1,134,000, being an increase of 382,000 since 1881.

Sunday being the 72nd birthday of the Queen, was observed at Windsor by the ringing of the bells of St. George's Chapel and the neighbouring churches, the National Anthem being played at the services.

A seaside branch of the Jewish Convalescent Home, founded at Norwood some 20 years ago in memory of Judith, Lady Montefiore, was opened at West Brighton on Sunday. It affords accommodation for 22 inmates.

An in-patient at the County Hospital, York, named Holmes, last week made a savage attack on one of the nurses with a pocket-knife. He stabbed his victim in the eye, and she lies in a precarious condition. It is supposed that the man is suffering from mental derangement.

A fatal boating accident occurred at the mouth of the river Liffey on Saturday. Archibald Williams, a tailor, his son, and a friend named Carmichael, were in a boat, which was capsized by a squall. They were all rescued, but the elder Williams died before reaching the hospital.

The Queen of Italy, on visiting the hospital "Della Consolazione," in Rome, was conducted to the bedside of a young Jewish girl, who had been crippled for life in the recent explosion of a gunpowder factory in the Eternal City. Her Majesty, on learning that the girl was an orphan, undertook to provide for her future.

About 8 o'clock on Sunday night the body of a stonemason named Shepherd was found in a shed belonging to Mr. Bywater, builder, King-street, Regent-street. It appears the deceased, after receiving his week's wages, on Saturday, returned to the shed where the workmen's tools are kept, and there hanged himself.

A man named Frank Lupecky, who is described as a patent medicine "fakir," has been lynched by the farmers living near the Indian territory, Kansas. A woman had been assaulted, and as this man answered to the description she gave of her assailant he was pursued, and when caught was strung up to a tree out of hand.

A sad accident is reported from Benares by the *Times* correspondent. A large Hindoo bridal party had gone on the river, according to custom, to worship the Ganges, when the bottom of the boat gave way, and the occupants were thrown into the river and drowned. Nineteen of the bodies have been recovered, and it is believed that they do not represent all the victims.

On Saturday the committee of the Royal Humane Society, of which Captain A. B. Hawes, R.N., is chairman, announced the results of the investigations of a large number of cases of saving or attempting to save life in the Bay of Gibraltar on the night of March 17th, when the *Utopia* was lost. In all four silver medals, 19 bronze medals, and 42 testimonials were awarded.

A telegram from Buenos Ayres reports that the disturbance in Cordoba is now at an end. The firing in the streets continued for 11 hours, and 25 persons were killed. The Government has submitted to Congress a Bill to liberate the Cordoba Bank from the Banking Act, the nation to take over its issue in return for guarantee Bonds, and its specie in the Conversion Caisse.

The report of the Board presided over by Commander Evans on the recent trial of the guns of the *Vesuvius* has been presented to Mr. B. F. Tracey, Secretary of the United States Navy. According to a telegram from Washington, the Board finds that the firing mechanism is crude and will admit of improvement. The Board suggests that another trial should be made at some point so that the exact places the projectiles strike may be determined from a shore station.

Miss Blanche Horlock, a young actress engaged at the Haymarket Theatre, London, had a misadventure on Saturday night at the theatre, which nearly ended fatally. She had during the day been suffering acutely from neuralgia, and to relieve the pain, purchased a mixture containing chloroform. An overdose was taken, and although the doctors were speedily in attendance, her life was for a time despaired of. The greater part of Act IV., in which Miss Horlock plays an important part, had to be omitted.

To the Married and those Intending to Marry of both Sexes.

DEAD Carefully my New Book, which treats Every Branch of this Delicate Question of Large Families, with a check recommended by an eminent London physician. Send at once postal order for 1s., and Id. stamp, with name and address plainly written, to the Author, Mr. W. J. Douse, Radical Lecturer, Kingsley House, Nottingham. An M.P. writes us:—"Book most valuable and moral in tone." Name this paper, please.

£20 TOBACCONISTS COMMENCING. JEWELLERS, STATIONERS, &c. An Illustrated Guide (250 pages, 2s.) How to open a Cigar Store, 2s. to £1,000.—TOBACCONISTS' OUTRIGERS Co., 186, Euston-rd., London. N.W. A Prospectus on the other Trade (free).—Manager, H. Myers. Established 1866.

SAILORS' AND FIREMEN'S UNION NOTICES.

LEVIES.

TO BRANCH SECRETARIES.

The following Branches have unanimously resolved to make a levy of 10s. upon each member for a special fund for strike purposes, whereby each member who so contributes will be entitled to 8s. per week in addition to the strike pay sanctioned by the rules. Branch secretaries are therefore requested to at once collect the levy from all members of Branches which have passed the resolution in favour of the same:—

Aberdeen	London, all Branches
Arbroath	Londonderry
Barry	Middlesbro'
Birkenhead	Montrose
Blyth	Newcastle-on-Tyne
Booth	Newport
Bristol	Newry
Cardiff	Peterhead
Deptford & Rotherhithe	Plymouth
Drogheda	Seaham Harbour
Dublin	Shields (North)
Dundalk	Shields (South)
Dundee	Stockton
Goole	Sunderland
Grangemouth	Swansea
Green's Home	Tidal Basin
Grimsby	Tower Hill
Hull	West Hartlepool
King's Lynn	Whitby
Liverpool	

Levies from non-local members should be specially marked on the non-local receipts, and remitted each week with non-local moneys. Levies collected from local members should also be remitted to Head Office each week, and entered on the income and expenditure sides of weekly returns.

Any Branch which may not already have decided upon the levy, can do so by passing a resolution in favour of the same, and forwarding it to me, whereupon the names of such Branches will be inserted in the above list.—By Order, J. H. WILSON, General Secretary.

All the London Branches have unanimously adopted the Levy, also the 6d. per week contribution.

LIVERPOOL (No. 1 Branch).

This Branch has been removed to No. 8, Price-street, where, in future, all communications should be addressed.—HENRY R. TAUNTON, Secretary.

DUNDEE BRANCH.

Subscription Sale in aid of the Banner Fund of the above Union. Over 50 Prizes. Tickets 3d. each to be had from all Branch Secretaries. Drawing to take place on Saturday, June 27, 1891, in Mariners Hall, Candle-lane. The Winning numbers will be advertised in SEAFARING, also in local papers, the following week.—C. W. MILLAR, Secretary.

LEITH BRANCH.

On and after Wednesday, May 6, and until further notice, all communications for the above Branch should be addressed to Mr. James Brown, Seamen's Union Office, 15, Commercial-street, Leith.—ARCHD. PRATT, President.

LONDONDERRY BRANCH.

BANNER FUND.

Purchasers of tickets in aid of above fund are requested to take notice that the drawing of prizes is postponed until Monday, June 1, as a large number of books of tickets from other towns have not yet been received.—A. O'HRA, Secretary.

MARYPORT BRANCH.

All communications for the above Branch to be addressed to F. F. Gant, 75, King-street, Maryport, on and after May 9.—F. F. GANT, Secretary.

NOTICE TO BRANCH SECRETARIES.

All Secretaries are requested to pay particular attention to all vessels trading from the ports of Wicklow, Arklow, and Dungarvan. Secretaries and outside delegates should insist on seeing their contribution cards, and, if not produced, action should be taken at once.—E. DONNELLY, Organising Secretary for Ireland.

NATIONAL UNION OF DOCK LABOURERS

GREAT BRITAIN AND IRELAND.

SPECIAL NOTICE TO DOCKERS.

46, HANOVER STREET,
LIVERPOOL.

March, 1891.

FELLOW MEMBERS,

As you are doubtless aware, SEAFARING a weekly newspaper published in London, is the official Organ of the Seamen's and Firemen's Union. To its fearless and sterling advocacy is largely due the great success which has attended the efforts of the Union officials to improve the condition of their Members. In it is to be found the fullest and most reliable information of the workings of the Seamen's Union throughout the United Kingdom.

The interests of the Seamen, the Firemen, and the Dockers are, if not identical, closely related to each other, and it is of the utmost importance that the Members of each Union should know what the Members of the other are doing. That a proper and friendly understanding should exist between the Members of the two Unions this knowledge is necessary, and it can be had through the columns of SEAFARING. We have arranged with the Editor of SEAFARING that a large section of its space shall be devoted to the cause of the Dockers. In it will be found reliable reports, official reports of the work of the Dockers' Union, reports on the condition of trade in the various Ports where we have Branches, and items of such general news as will be of use to Dock Labourers. Questions affecting both Unions will be dealt with in SEAFARING.

We have, therefore, much pleasure in recommending SEAFARING to our Members, and inviting them to buy it and read it as the Organ which in future will spare no pains to promote the cause of the Dockers, side by side with the cause of their brethren of the Seamen's and Firemen's Union.

It can be had from Newsagents, or through the Branch Secretaries.

We are, yours faithfully,

R. M'GHEE, President,
EDWARD McHUGH, Gen. Sec.

THE AUSTRALIAN WORKMAN:

The Official Organ of the Trades Unions of New South Wales.

A Journal devoted to the interests of the Worker. Not made up of cuttings from other newspapers, but of original articles and paragraphs. Gives expression to all varieties of opinion on social questions in its correspondence. Supports all that tends to the social, moral and intellectual elevation of the Worker, and fearlessly denounces everything opposed to it. Is comprehensive, liberal, and unsectarian. Subscription for United Kingdom, 8s. a year. Offices:—282, Pitt-street, Sydney.

SAFE ANCHORAGE.

WHERE TO BOARD.

UNION BOARDING-HOUSES

BARBY.—Mrs. Mooney, 6, Holm-st., Cadoxton. BO'NESS.—Mrs. Baxter, Sailors' Home, East Pier-head.

CARDIFF.—Seamens Institute, West Bute-street. GLASGOW.—James Bracken, 182, Broomielaw.

HULL.—N. A. S. & F. Union Home, 13, Robinson-row, Dagger-lane.

Seamens' Union Home, 43, Mytongate. LONDON.—N. A. S. & F. Boarding House, Mrs. Hicks, 13, Jeremiah-street, East India-road.

PLYMOUTH.—Mr. Stephens, 11, Bath-street. SWANSEA.—E. Dann, 3, Strand.

The names and addresses of the keepers of Seamen's Boarding-houses will be inserted in SEAFARING at the rate of 2s. each per week, payable in advance. For 13 weeks the price is 15s.; for 26 weeks, 25s., payable in advance. These advertisements are intended as a Directory to seafaring men, so that on arriving at any port they have only to refer to SEAFARING to find where they can be comfortably boarded and fairly treated. No Seamen's Boarding house will be advertised in SEAFARING on any terms unless recommended by the Branch Secretary of the Sailors' and Firemen's Union in whose district the house is situated.

PROFITABLE EMPLOYMENT.

WANTED AT
CALCUTTA,
BOMBAY,
SHANGHAI,
PORT SAID,
MALTA,
NAPLES,
VENICE,
GENOA,
& BILBAO

Agents, dealing with Ships, to supply the Crews with an Article in

GREAT DEMAND AMONG SEAMEN.

Payment by Liberal Commission.

Apply, with reference, by letter only to AGENT, c/o SEAFARING.

PATENT WOVEN BANNERS

GEORGE TUTILL, Artistic Banner Painter,

And Manufacturer of the Banners for the Tugboat Branch, Grays Branch, Gravesend Branch, Tower Branch, etc., of the Sailors' and Firemen's Union, and Maker of the Emblem of the Union. Also Manufacturer of the Regalia for the various Branches.

83, CITY ROAD, LONDON, E.C.

SEAMEN should visit this Establishment.
(Close to East India Dock.)

WATCHMAKERS, JEWELLERS, & COMPLETE
SEAMEN'S OUTFITTERS.

NEEDLE AND ANCHOR.

P. M. LEIBOW & CO.,
210 & 212, EAST INDIA DOCK ROAD, LONDON, E.

SAMUEL BEGG,
Treasurer Hull Branch N.A.S. & F.U.
TURK'S HEAD HOTEL,
MYTONGATE, HULL.

**CONCERT ROOM OPEN EVERY EVENING
AT SEVEN O'CLOCK.**

WINES, SPIRITS, BEERS, AND CIGARS OF THE
FINEST QUALITY.

Captains Supplied at Wholesale Prices.

OILSKINS AND SEA-BOOTS A SPECIALITY
PAWNBROKERS.

Liberal advances made on all kinds of property.

ESTABLISHED

UNION CLOTHING DEPOT.

(1873.)

CHARLES MILLS,

No. 9, STATION ROAD, (Between Mill Dam and Market Ferry), SOUTH SHIELDS.

NOTED FOR RUBBER AND LEATHER SEA BOOTS, COPENHAGEN LEATHER JACKETS, CAPTAINS AND SEAMEN'S
OILSKINS AND BEDDING OF EVERY DESCRIPTION. FOREIGN MONEY EXCHANGED.

TUG BOAT BRANCH.

Tug Boat Men desirous of protecting their interests and improving their condition should at once join the above, while the entrance fee is low. They can be enrolled at any of the London Branch Offices of the Sailors' and Firemen's Union (mentioned on page 8 of SEAFARING), or at "Captain Man o' War," High Street, Poplar, any evening from 8 to 10 p.m. The weekly meeting of the Tug Boat Men is held at the "Captain Man o' War," High Street, Poplar, every Monday evening, and every Friday evening at "Old Amer-starm," Gravesend. Office hours 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.

R. WHITE,
WHOLESALE
CABINET & BEDDING
MANUFACTURER,

70, 72, & 74, RATHBONE STREET,
CANNING TOWN, LONDON, E.,

AND
28 & 29, GREEN ST., UPTON PARK, E.

Houses Furnished from 10 to 100 gs.

ALL GOODS WARRANTED

**SPECIALITIES IN
SEAMEN'S BEDDING**

PURE WOOL BEDS,
4/6, 5/6, 6/6, 7/6 each.

BUSH RUGS & COLOURED BLANKETS
Sent free to any part of the Kingdom on receipt of
P.O. Order. Prices 3/9, 4/9, 5/9, 6/9.

T. H. WILLIAMS,
Member Amalgamated Sailors' & Firemen's Union
UNION OUTFITTING STORES,
4, FABIAN STREET, ST. THOMAS,
(Near the East Dock),
SWANSEA.

JAMES BRACKEN,
SEAMEN'S UNION
BOARDING HOUSE
182, BROOMIELAW GLASGOW.

MARKET HOUSE.

WALKER & JOHNSTONE,
GENERAL DRAPERS,
Clothiers, Hatters, and Outfitters,
MARKET SQUARE, NORTH ST., BO'NESS.

Large Stock of Ready-Mades of every description
always on hand.

Oilskin Coats, Trousers, Sou'westers, Sailors' Beds, &c.
Seamen's Outfits of all kinds. Tailoring in all its
Branches, at Lowest Cash Prices.

CAPTAIN E. DANN,
BOARD AND LODGINGS BY DAY OR WEEK,
3, STRAND, SWANSEA.

ALSO

SEAMEN'S OUTFITTING STORES,
23, WIND STREET, SWANSEA.

N. A. S. & F. UNION HOME,
13, ROBINSON ROW, DAGGER LANE,
HULL.

This Home is Conducted on Strict Union Principles.

G. A. HODGSON, Proprietor,
Financial Member, Hull Branch.

NOTICE TO UNION MEN.
Union men frequenting BARRY DOCK are
respectfully requested to Board at

MRS. MOONEY'S,
6, HOLM ST., CADOXTON.
(Near Barry Dock.)

N.B.—None but Unionists need apply. Note the address

LONDON.

N. A. S. & F. BOARDING HOUSE,
Mrs. HICKS,

13, JEREMIAH STREET,
Four Doors from Green's Home Branch Office

**MASTERS' AND MATES
EXAMINATION.**

A GRADUATE prepares Candidates for the
above in Navigation and Nautical Astronomy.
the science also taught midshipmen and apprentices
Individual attention. Terms moderate. Address—8,
Princes Terrace, Greengate, Barking-rd., London, E.
Convenient to the Docks.

MRS. ROBERT BAXTER,
SAILORS' HOME,
EAST PIERHEAD,
BO'NESS.

MCCANN & CO.,

LONDON HOUSE, HOLTON ROAD, BARRY.

Seafaring men cannot do better than buy their CLOTHING
at McCANN & Co.'s. We buy for Cash from the best manu-
facturers, which enables us to give the best value to our
customers. One price; no abatement. The Largest Stock
in the neighbourhood.

McCANN & CO., London House, Holton-rd., Barry.
Near Victoria Hotel; 4 minutes' walk from Shipping Office.

SEAMEN'S UNION HOME,
48, MYTONGATE, HULL.

Members of the Union only are taken in as
Boarders in the above Home, by Day or
Week.

TERMS MODERATE.
NOTE.—All funds go to the funds of the National
Sailors' and Firemen's Union.

T. CARR, Sec. (pro tem.)

JAMES DYMCK & SON,
Grocer, Ironmonger & Ship Chandler,
PIERHEAD, BO'NESS,
Near Union Office.

Seamen and Firemen supplied with all kinds of
Stores, best quality, at Lowest Prices.

UNION MEN IN LONDON
SHOULD GO TO

C. KELLY,
130 & 144a, VICTORIA DOCK RD.

LONDON, E.,
For Serges, Oilskins, Guernseys, Officers' and
Seamen's Caps and Hosiery.
Hats, Ties, Scarves, Collars, &c., of the Newest
Style.

H. PHILLIPS,
PAWNBROKER,
TIDAL BASIN,
VICTORIA DOCKS.
SAILORS' OUTFITTER
In all its Branches.

S. J. GOWER,
PRINTER,

Wholesale and Retail

COMMERCIAL AND FANCY STATIONER,
NEWSAGENT, BOOKBINDER, &c.,
2, MYTONGATE, HULL.

N.B.—Wholesale and Advertisement Agent for
SEAFARING in Hull.

DAVID BECK,
GROCER & PROVISION MERCHANT
NORTH STREET, BO'NESS.

Members of the Seamen's and Firemen's Union
supplied at lowest Cash Price.

A TRIAL SOLICITED.